STATE OF NEVADA TRANSPORTATION 2010

NEVADA DOT


Red Rock


Reno


Las Vegas

FACTS AND FIGURES


Eureka


Lamoille Highway

www.nevadadot.com

THE GREAT SEAL OF THE STATE OF NEVADA

State Maintained Highways

State of Nevada Transportation Facts and Figures 2010

Governor-Elect
Brian Sandoval

Director
Susan Martinovich, P.E.

Prepared By: Performance Analysis Division

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www.nevadadot.com

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Our Vision

The nation's leader in delivering transportation solutions, improving Nevada's quality of life. .

Our Mission

Providing a better transportation system for Nevada through our unified and dedicated efforts

Our Core Values

- Integrity – Doing the right thing.
- Honesty – Being truthful in your actions and your words.
- Respect – Treating others with dignity.
- Commitment – Putting the needs of the Department first.
- Accountability – Being responsible for your actions.

Our Goals

As one NDOT, our employees are key to successfully accomplishing our mission.

- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.

Lake Tahoe water clarity and environmental protection are vital goals in all NDOT Tahoe basin road maintenance and construction activities, including this 2009 repaving of State Route 28.

Putting Nevada on the Move

In providing for transportation, mobility and commerce across a state, there are many accomplishments for which a transportation agency can be proud.

Lives saved and commutes made easier by smart roadway engineering, technology and maintenance; communities and commerce benefitted by transportation solutions; a clear roadway left safely open in the height of a wet winter; approximately 5,401 miles of roadway and 1,092 bridges named some of the country's best; a smartly-maintained equipment fleet that saves Nevada roadways, and Nevada taxpayer pocketbooks, are all important accomplishments.

The Nevada Department of Transportation can be proud of these and many other achievements. But, while the accomplishments are many, so are the challenges. That is why NDOT is always on the move, always looking ahead for the next advancement to excel above our challenges. Here are some examples.

Nevada traffic fatalities have declined. But one death is too many. That's why NDOT, alongside our partners, continues our commitment to end traffic deaths with centerline rumble strips, cable median barriers and other safe road innovations and partnerships. Our ultimate destination: zero fatalities on Nevada roads.

Meanwhile, we strive to make travel and commerce easier with road improvements such as the I-15 North Design-Build Project which improved Las Vegas' north I-15 corridor and completed one year ahead of schedule.

Nevada's freeways and state roads are built and maintained by a fuel tax structure adopted in the 1920s. While fuel-efficient vehicles are positive for the environment, they are not as positive for transportation funding. Meanwhile, inflation erodes the fuel tax dollar. At the current level of highway funding, highways and bridges are deteriorating at approximately $300 million annually and Nevadans will approach paying a cumulative total of $340 million yearly in extra vehicle maintenance and fuel costs caused by crumbling roads. This is why NDOT is gathering data through pioneering research and studies to help equitably and adequately fund future Nevada transportation.

Amid these challenges, NDOT will continue to build the roads and transportation systems that our cities, communities and corridors need through local government and public involvement while smartly maintaining approximately 13,150 lane miles of existing roads.

Our successes and challenges are all documented in this, NDOT's new annually-updated Fact Book. You will find a new, improved look, but the same important Nevada transportation information and accomplishments as in past years.

Please enjoy this account of how the Nevada Department of Transportation is putting Nevada on the move!

Susan Martinovich, P.E., Director

Key Phone Numbers and Web Sites

Road Construction &Winter Road Condition Information

All areas of the state ..... **511** or 1-877-NVROADS **(1-877-687-6237)**
Road information is also available on the Internet at: www.nvroads.com.

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire **1-800-992-0900**
To call any state office from Las Vegas, call and give the operator the extension desired..... ..... **(702) 486-3000**
To call any state office from Carson City or Reno, call and give the operator the extension desired ..... **(775) 684-1000**

Other Frequently Called Numbers

Public Information
Carson City..... **(775) 888-7777**
Las Vegas ..... **(702) 385-6504**
Customer Service..... ..... **(775) 888-7000**
Director's Office ..... **(775) 888-7440**
Construction Plans and Specifications ..... **(775) 888-7070**
Contract Bidding Results ..... **(775) 888-7070**
Overdimensional Vehicle Permits..... **(775) 888-7410**
or **1-800-552-2127**
Maps..... **(775) 888-7627**
Facsimile ..... **(775) 888-7115**
ADA/504 Coordinator ..... **(775) 888-7598**

Web Sites

NDOT online..... ***www.nevadadot.com***
NDOT E-mail ..... ***info@dot.state.nv.us***

Road Conditions..... ***www.nvroads.com***

NDOT Research Publications..... ***www.nevadadot.com/reports_pubs/Research_Pubs***

Transportation Board of Directors

NDOT Administration

Susan Martinovich, P.E.
Director

Rudy Malfabon, P.E.
Deputy Director Southern Nevada

Scott Rawlins, P.E., C.P.M.
Deputy Director Chief Engineer

Rick Nelson, P.E., F. ASCE
Assistant Director Operations

Kent Cooper
Assistant Director Engineering

Robert Chisel
Assistant Director Administration

Tracy Larkin-Thomason, P.E., P.T.O.E., C.P.M.
Assistant Director Planning

Engineering Districts and Major Maintenance Stations

District 1

LAS VEGAS (702) 385-6500
Fax (702) 385-6511
123 E. Washington Avenue
Las Vegas, Nevada 89101
Mary Martini, P.E.
District Engineer

Major Maintenance Station

TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

District 2

RENO (775) 834-8300
Fax (775) 834-8390
310 Galletti Way
Sparks, Nevada 89431
Thor Dyson, P.E.
District Engineer

District 3

ELKO (775) 777-2700
Fax (775) 777-2705
1951 Idaho Street
Elko, Nevada 89801
Kevin Lee, P.E.
District Engineer

Major Maintenance Station

ELY (775) 289-1700
Fax (775) 289-1710
1401 East Aultman Street
Ely, Nevada 89301
Kathleen R. Weaver, P.E.
Asst. District Engineer

Major Maintenance Station

WINNEMUCCA (775) 623-8000
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada 89445
Dave Lindeman, P.E.
Asst. District Engineer

Note: District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 50.

NDOT maintenance districts are an integral part of the construction, operation and maintenance of state roads, ensuring road safety with such tasks as this expertly-performed crack seal.

Awards and Recognition 2009 - 2010

2009 SAFETY LEADERSHIP AWARD
American Association of State Highway and Transportation Officials (AASHTO)

The 2009 Safety Leadership Award was granted for multi-agency, statewide traffic safety education, enforcement, engineering and emergency medical efforts that have reduced traffic deaths by one quarter; saving more than 100 lives since 2006!

AASHTO PRESIDENT'S TRANSPORTATION AWARD
American Association of State Highway and Transportation Officials

NDOT Assistant Director of Administration Robert Chisel received the AASHTO President's Award for proactive and positive stewardship of $548 million in annual capital tax dollars that helps ensure funding for vitally-needed transportation improvements and maintenance.

NATION'S 100 BEST FLEETS
Government Fleet Magazine

Peak fleet performance, cost effectiveness, maintenance and safety of NDOT's equipment and vehicle fleet led the Department to be named one of the nation's top 100 fleets.

BEST OF 2009
Southwest Contractor Magazine

Southwest Contractor Magazine named NDOT's Craig Road project as one of 2009's best. The project improved travel and safety for the over 60,000 vehicles daily who travel the project area.

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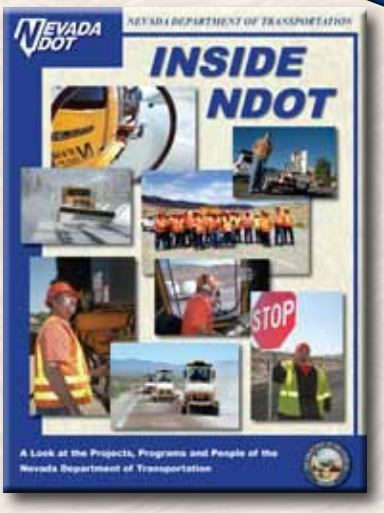
BEST EXTERNAL NEWSLETTER
National Transportation Public Affairs Workshop

The "Inside NDOT" newsletter was ranked as the top external newsletter produced by any state.



COMMUNICATOR AWARD
International Academy of the Visual Arts

An award was received for the www.drivesafenv.com Nevada Strategic Safety Plan Web site, designed to stop fatalities on Nevada roads.

EXEMPLARY HUMAN ENVIRONMENT INITIATIVE AWARD
Federal Highway Administration

NDOT was granted an environmental award for partnering efforts to enhance and preserve the historic Stewart Indian Cemetery as part of the Carson City Freeway project.

Pictured from right to left, NDOT Architectural Historian Elizabeth Dickey, Nevada Indian Commission Director Sherry Rupert, Stewart Indian School Buildings Supervisor Larry Hale and Chris Gibbons of the Nevada Indian Commission stand in front of the historic Stewart Indian Cemetery that they helped to preserve. Not pictured: Darrel Cruz, Washoe Tribal Historic Preservation Officer

NHP COMMAND AWARD
Nevada Highway Patrol

The Nevada Highway Patrol recognized NDOT's contracted Freeway Service Patrol for lifesaving measures in assisting motorists, supporting troopers and enhancing road safety.

PROFESSIONAL CARTOGRAPHIC AWARD
First Place - Nevada Geographic Information Society Professional Cartographic Map Contest

NDOT Cartographer Karl Yonkers received a Professional Cartographic Award for clarity, design, accuracy and scale of the Reno-Sparks-Verdi area map.

NDOT Accomplishments 2009 - 2010

SAVING LIVES

Every life matters. From centerline rumble strips to safety crossings, NDOT and our safety partners have implemented a number of life-saving strategies to make Nevada roads safer. These efforts have helped reduce the number of deaths on Nevada's streets and highways from 432 fatalities in 2006 to 243 in 2009. Our ultimate goal is zero deaths on Nevada roads.

OBLIGATING ARRA FUNDS

In January 2010, one month ahead of schedule, Nevada became one of the first three states to obligate all American Recovery and Reinvestment Act Highway Funds. To ensure the economic, social and transportation benefits of the funding were realized across the state, NDOT worked with local government partners to ensure all 17 counties received funding. The result is nearly 70 transportation improvements statewide to improve Nevada roads and commerce and put Nevadans to work.

IMPROVED COST ESTIMATION SOFTWARE

NDOT worked with suppliers to develop custom software designed specifically to make NDOT project cost estimates even more accurate. Not only will this estimating tool help plan future expenditures more precisely, it will also aid in optimizing the investment of taxpayer dollars.

HELPING THE ELDERLY AND DISABLED

NDOT transit funding efforts helped give 400,000 rides to the disabled and elderly in 2009, equaling more than 1,000 rides per day.

MAINTAINING THE BEST BRIDGES IN THE NATION

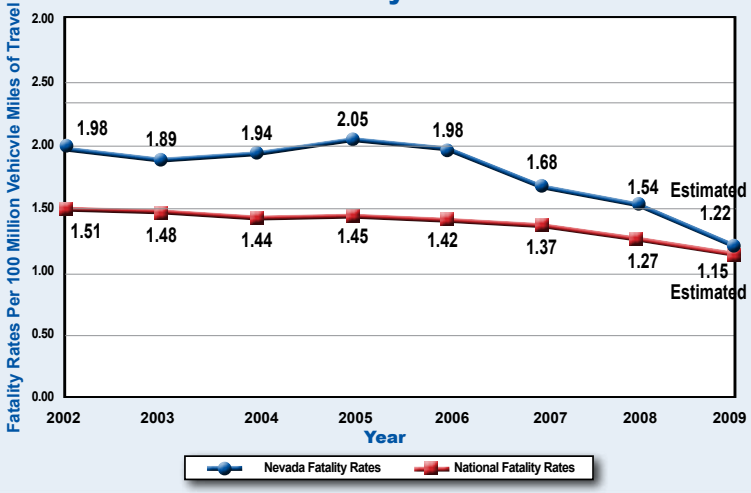
Nevada bridges have continually been rated some of the nation's best, thanks in part to dedicated inspectors and expert biennial inspections of each bridge. Nevada is one of a handful of states that completed all federally-required structure inspections in 2008 and 2009 with no delinquencies. In addition, NDOT developed and implemented a program that will update bridge load ratings for approximately 1,100 structures, as well as complete scour tests and improvements on 85 bridges.

PROMOTING TRANSPORTATION ENGINEERING CAREERS

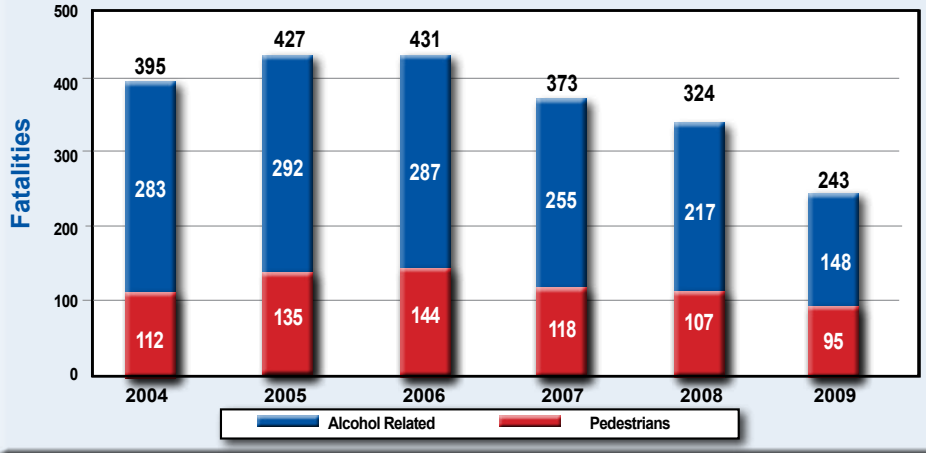
The youth of Nevada are the target for NDOT's efforts to inspire the next generation of transportation engineers. Hands-on classroom instruction to elementary schools gives students a glimpse into various aspects of transportation engineering. Middle school students can explore potential careers as NDOT staff provide a full day of on-site activities at engineering summer camps. Over the past decade, NDOT has provided hundreds of college students the opportunity to gain practical work experience with summer internships in construction, surveying, materials testing, roadway and structural design, hydraulics, environmental, planning, traffic, maintenance and operations and research. Finally, newly-graduated civil engineers can further their potential NDOT career opportunities and area of engineering expertise through the Rotational Engineer program.

Highway Safety Statistics

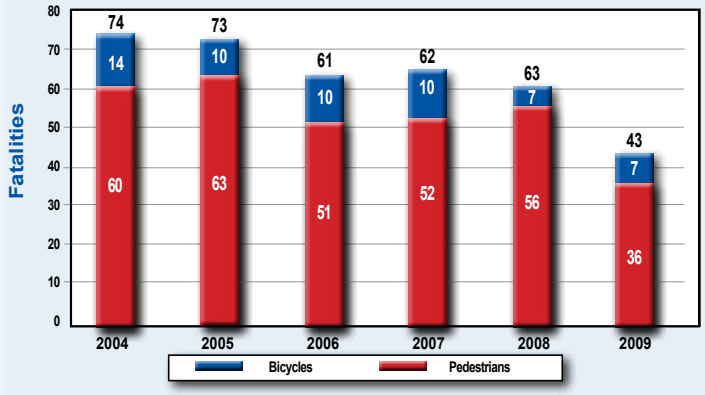
Fatality Rates



Fatalities
New Definition by National Traffic Safety Administration

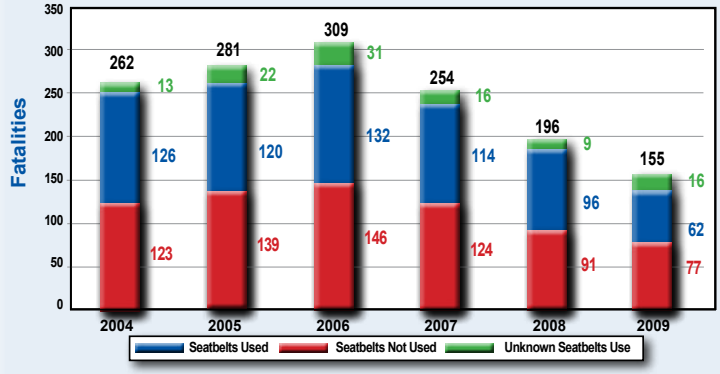


Statewide Pedestrian & Bicycle Fatalities



Seatbelt Use For Fatalities Where Seatbelts Were a Factor

Seatbelt Use Statistics Are Not Available For Many Crashes



Regionally Significant Projects

Significant Projects Begun In The Past Three Years:

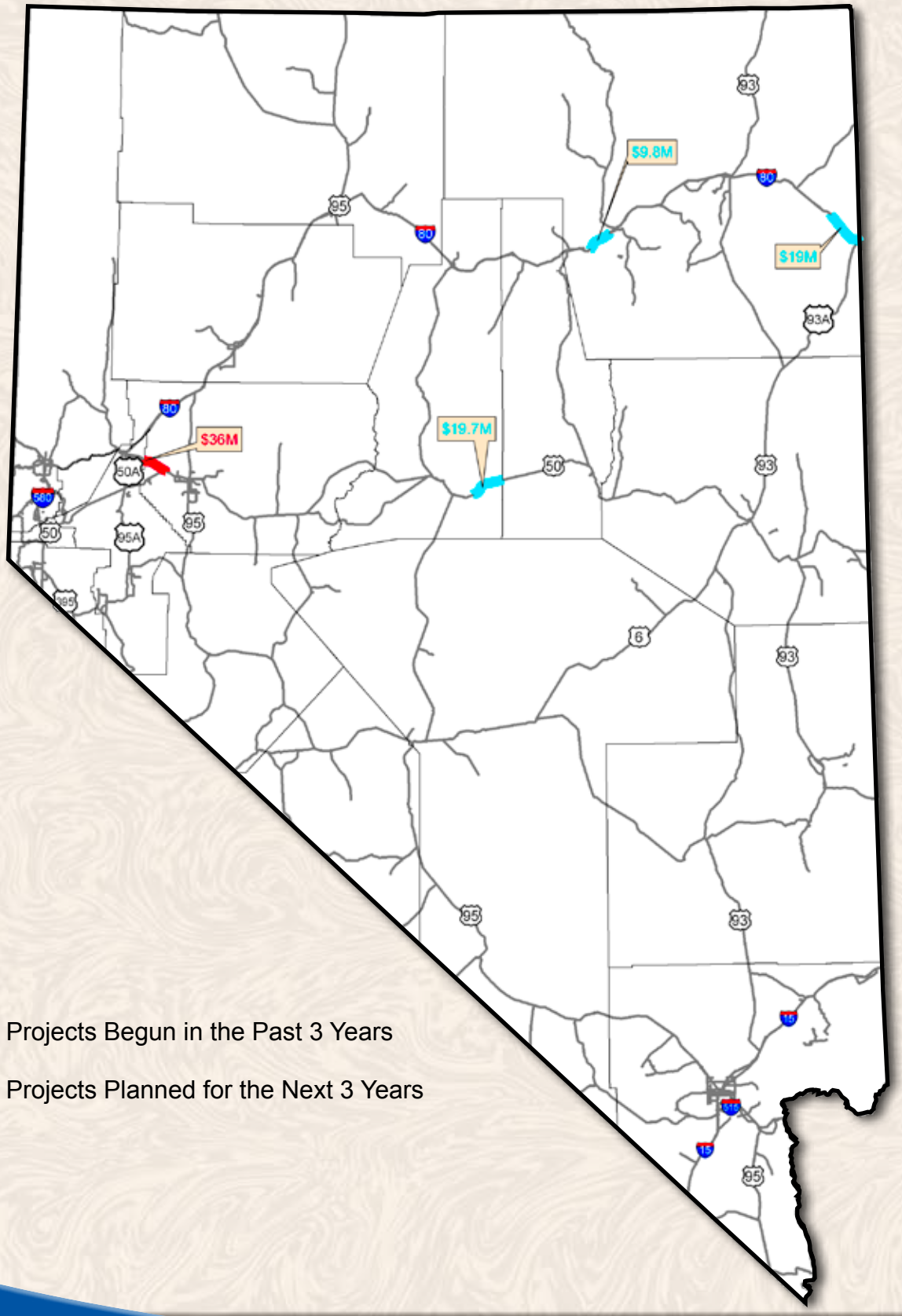
- I-15 South Design-Build (Phase 1), SR 160 to Tropicana capacity improvements; $270M
- I-15 North Design-Build (Phase 1) from the Las Vegas Spaghetti Bowl to Craig Road; $250M
- US 93 Boulder City Corridor, from US 93/95 to Foothill Grade Separation, R/W; $30M
- US 95 from Rainbow Blvd. To Ann Road, widen for High Occupancy Vehicle (HOV) & auxiliary lane; $80M
- US 95 from Laughlin Hwy to south of Searchlight (Phase IV). 4-lane divided highway; $55M
- US 95@ Horse Dr., Grand Canyon to Ft. Apache/6-lane overpass w/interchange at US 95; $62M
- US 95 at Summerlin Parkway, High Occupancy Vehicle (HOV) lane system to system; $40M
- SR 160, Blue Diamond Road from Decatur Blvd. to Rainbow Blvd.; widen to 8 lanes; $60M
- SR 160, Blue Diamond Road from Durango to Red Rock Canyon; widen to 4 lanes $16.1M
- I-80 Design-Build from Robb Drive to Vista Blvd.; $70M
- US 395, Meadowood Interchange; $21.8M
- US 395 from Moana to I-80, northbound widening, capacity; $70M
- US 395 Carson Freeway (Phase 2B); R/W & utilities; $15M
- US 50A from 0.7 miles east of Lyon/Churchill county line to 0.8 miles west of Leeteville Junction (Phase 5); $36M

Significant Projects Planned For The Next Three Years:

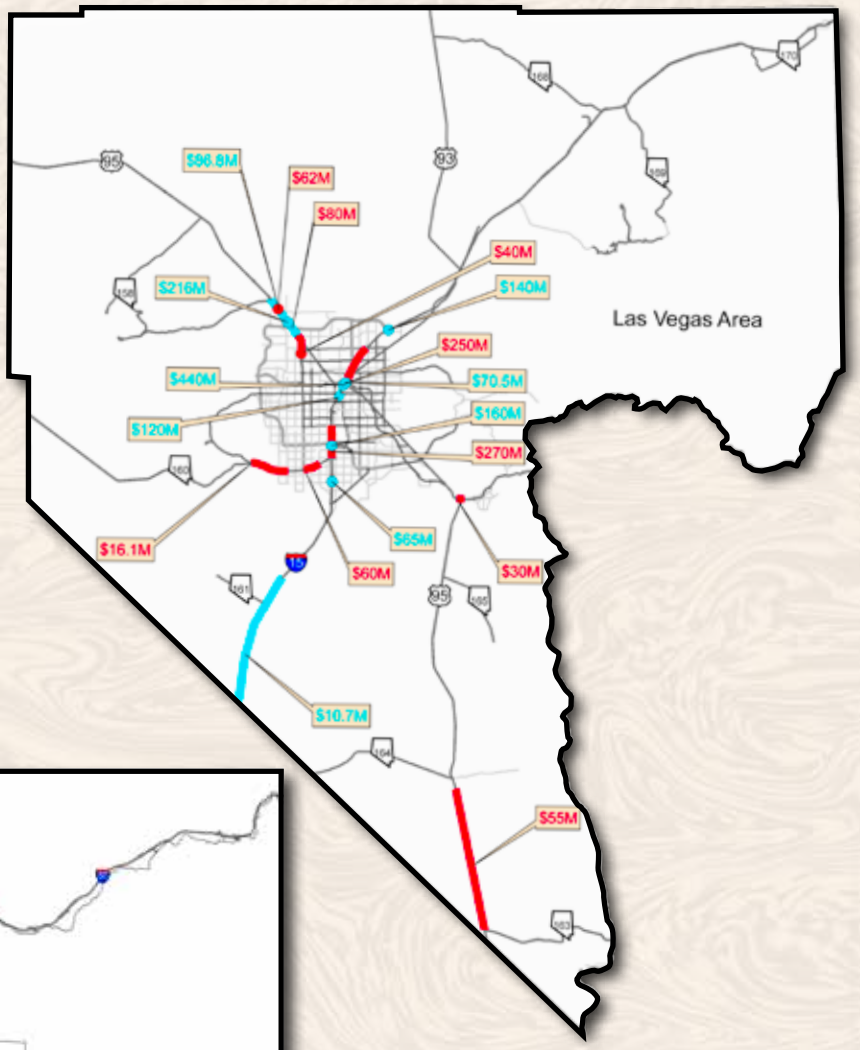
- I-15 Intelligent Transportation Systems (ITS) from CA/NV state line to I-15/I-215; $12M
- I-15 North @ CC215, system to system interchange; $140M
- I-15 Airport Connector; $160M
- I-15 at 'F' Street; $50.5M
- I-15 Cactus Interchange; $65M
- I-15 from the CA/NV state line to 0.4 miles north of the Bird Spring Grade Separation; $10.7M
- US 95 North @CC215, system to system interchange; $216M
- US 95 from Ann Road to Kyle Canyon Road, Package 2; $86.8M
- US 95 at I-15, High Occupancy Vehicle (HOV) lane, system to system and related improvements; $440M
- MLK/Industrial Road Connector from Palomino to Wyoming. 6-lane overpass; $120M
- SR 341, Washoe County Geiger Grade to Veterans Hwy. roundabout; $12M
- I-80 from 3.16 miles west of Pilot Peak Interchange to the NV/UT state line; $19M
- I-80 from 3.6 miles west of the Hunter Interchange to 0.3 miles west of the Elko West Interchange $9.8M
- US 50 from 3.3 miles west of Hickison Summit to the Lander/Eureka county line $19.7M

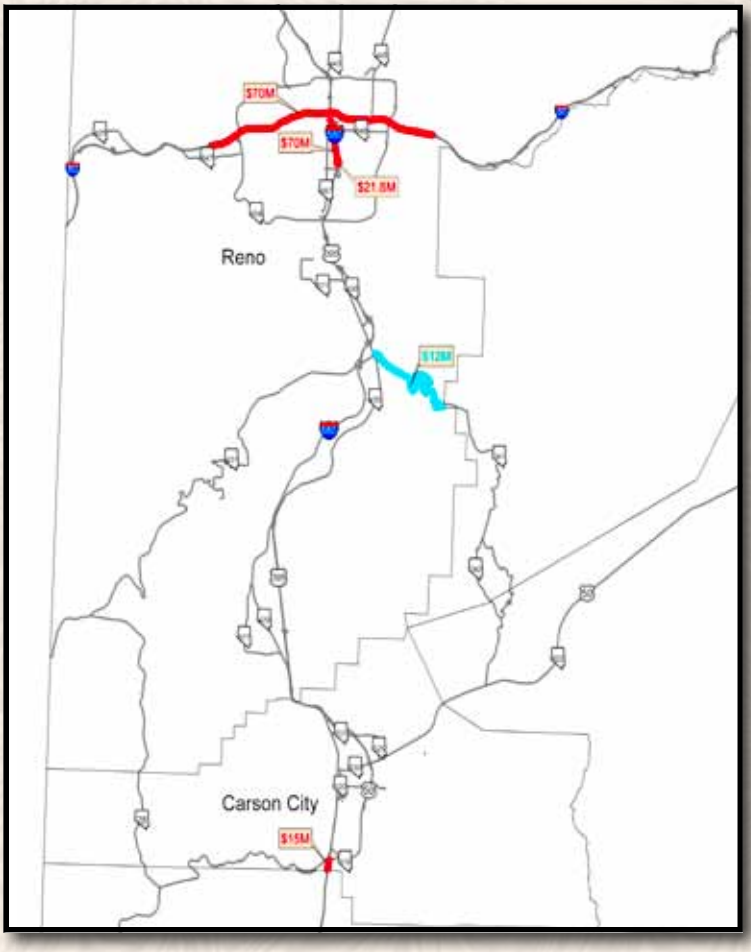
Note: These projects are shown on the maps on the following pages.

Rural Nevada Area Projects



Southern Nevada Area Projects





Projects Begun in the Past 3 Years

Projects Planned for the Next 3 Years

Reno-Carson Area Projects

Cost-effective, energy-efficient and environmentally-sound practices make NDOT effective guardians of both the environment and taxpayer funds.

OUR ROADS

On NDOT roads, valuable materials are reused to create safe, efficient, cost-effective and environmentally-sound transportation corridors. Road materials are recycled using innovative cold in-place recycling, roadbed modification, crack and seat, rubberization and foamed asphalt construction. Meanwhile, asphalt millings help resurface low-volume roads, parking lots and pullouts. Highway signs, guardrails, fences and posts are even recycled.

SAMPLES OF SUCCESS

Henderson Asphalt Rubber Repaving

NDOT received a Rubber Pavements Association "Quality Pavement Achievement Award" for a repaving project which used an asphalt binder made of approximately 20 percent ground, recycled rubber tires while resurfacing Interstate 515 in Henderson. The equivalent of 30,000 scrap tires was used, preventing the material from filling landfills. The asphalt rubber surface also effectively cut road noise by more than half and nearly doubled ride smoothness.

Interstate 80 Cold In-Place Recycle

NDOT's resurfacing of I-80 east of Wells using cold in-place recycling received an award from Roads and Bridges magazine and the Asphalt Recycling and Reclaiming Association. A three-piece "recycling train" of milling, mixing and rolling equipment removed the existing top layer of cracked pavement, reprocessed it with additives and laid it back down as recycled roadway. Using existing road material saved the cost of new material and minimized waste.

OUR ENVIRONMENT

Every day, NDOT devotes time and resources to improve and protect the natural environment through which our roads travel.

Strict environmental protection measures safeguard air, water, land, wildlife and vegetation throughout planning, design, construction, maintenance, permitting and specification processes. Construction sites are managed with best practices, stormwater and erosion pollution prevention measures put in place, archeological and historic sites preserved, wildlife and motorists protected with animal crossings, wetlands maintained and energy-saving alternative transportation facilities built. Meanwhile, traffic and construction noise, dust, pollution and noxious weeds are abated and state-of-the-art ice and snow control measures leave less salt, sand and chemicals on the road.

SAMPLE OF SUCCESS

Lake Tahoe Environmental Protection

Through smart winter maintenance, NDOT has reduced annual sand use in the Tahoe Basin from 4,300 cubic yards in 1990 to approximately 800-850 cubic yards per year in recent years, and reduced salt usage by 70 percent.

Millions of dollars in environmental stewardship improvements such as roadside sediment traps and treatment vaults also help preserve Lake Tahoe's renowned clarity and environment.

ENERGY SAVING MEASURES

Energy-efficient office and electrical equipment, thermostats and low-energy lighting allow NDOT to conserve precious energy. Recycling of everything from office paper and equipment parts to motor oil, scrap metal and tires reduces waste. NDOT is very "energy aware" in all our operations.

Freeway Service Patrol

The Freeway Service Patrol provides cost-free motorist assistance, alleviating congestion caused by disabled vehicles or incidents, thereby reducing delays and enhancing motorist safety. The Freeway Service Patrol has become a welcome and trusted friend in Las Vegas and Reno. Below are some statistics showing the great job done by the Freeway Service Patrol.

Freeway Service Patrol Statistics Calendar Year 2009

Assistance Provided By Incident Type	Las Vegas	Reno	Statewide Total
Abandoned Vehicles	7,849	2,769	10,618
Debris in Roadway	10,540	2,634	13,174
Lost Motorists Re-directed	480	102	582
Pedestrians in Roadway	249	36	285
Stopped Motor Vehicles - ok	12,221	4,967	17,188
Disabled Motor Vehicles	15,172	3,698	18,870
Motor Vehicle Accidents	2,271	550	2,821
Medical Emergencies	19	7	26
HazMat Incidents	10	0	10
Brush Fires	14	0	14
SMV-Scene Safety	1,455	330	1,785
Animal Rescue	12	3	15
Lock Out	36	14	50
Unsecured Load	544	132	676
Other Types of Incidents	8	1	9
Incident Totals	**50,880**	**15,243**	**66,123**
Motorists Assisted (Helped)	**22,384**	**6,758**	**29,142**
Patrol Miles Traveled	426,743	180,811	607,554
Assists	20,266	4,872	25,138

Performance Management Plan and Performance Measures

NDOT uses performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations some of the annual targets are not expected to be reached. For a complete look at Department performance measures, go to *http://www.nevadadot.com/reports_pubs/*, and then click on Performance/Major Projects Annual Report for Fiscal Year 2009. Following are the performance measures organized by major divisions:

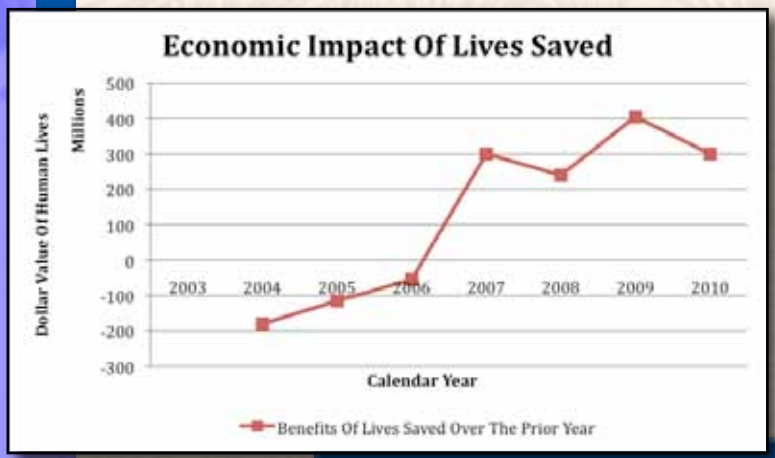
Reduce Work Place Accidents: Number of work place injuries and illnesses compared to total number for employees and comparing total requiring medical attention to total number of employees as documented through OSHA 300 Log Report. Yearly Target - 10% reduction in work place accidents, with the ultimate target of zero work place accidents

Provide Employee Training: Percentage of employees trained in accordance with prescribed training plans. Yearly Target – 15% with ultimate target of 100%

Improve Employee Satisfaction: Number rating of employees' satisfaction surveys. Ultimate target – 80%

NDOT maintenance forces are dedicated to keeping Nevada state roads clear and safe for travel. Snow and ice removal is one of their many important undertakings.

Streamline Agreement Execution Process: Percentage of Agreements executed within 45 days from when division submits agreement to date when fully executed. Yearly Target – 50% with ultimate target of 95%



Every life saved adds about $5 million to future economic earning power.

Improve Customer Satisfaction: Number rating of public opinion and customer/user surveys. Annual Target – annual increases in public opinion and customer/user ratings.

Reduce Congestion On State System: Reduce congestion, improve travel time, and reduce delay. Annual Target – Urban Roadways - maintain congestion at level of service D for 85% of state urban roadways.

Rural Roadways - maintain congestion at level of service D for 90% of state rural roadways.

Performance Management Plan and Performance Measures

Streamline Project Delivery – Construction (Bid Opening To Construction Completion): Percentage of projects within established range of cost estimate and schedule to completion. Yearly Target – 25% reduction in projects falling behind schedule

Maintain State Roadways: Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index. Ultimate Target – 100%

Maintain Department Fleet: Percentage of fleet meeting replacement criteria and condition criteria. 95% rate of compliance for mileage/hourly requirements.

Maintain State Facilities: Percentage of building facilities that comply with regulatory building and safety codes. Yearly Target – Increase compliance by 3% with ultimate target of 100%.

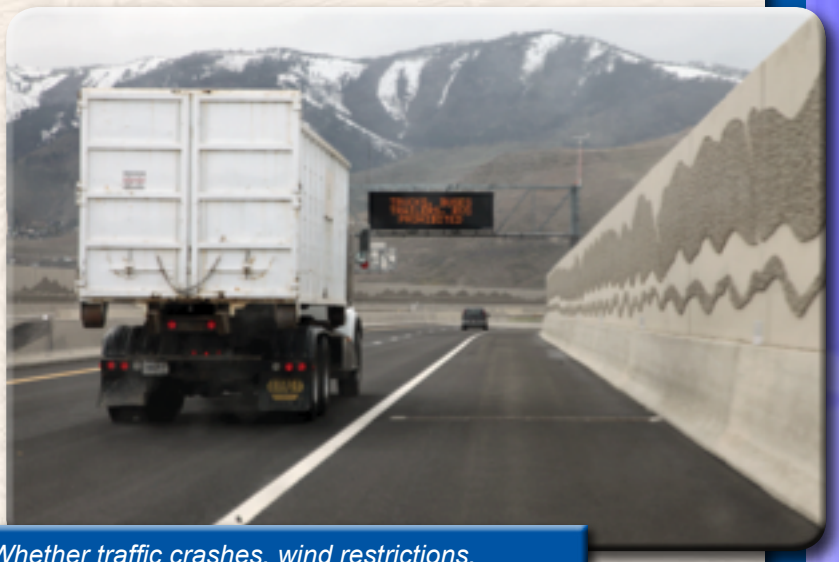
Emergency Management, Security, and Continuity Of Business Operations: The percent of the seven NDOT Emergency Plans that have been completed, and training and education have been provided to appropriate personnel. Ultimate Target – 100%

Reduce Fatal Crashes: Number of fatalities on Nevada's streets and highways. Yearly Target – Reduce fatalities by 100 in 2010 with ultimate target of zero fatal accidents.

Streamline Project Delivery – Schedule And Estimate After NEPA Approval To Bidding: Percentage of projects completed within range of established estimate and schedule after approval of environmental documents. Ultimate target – 100%

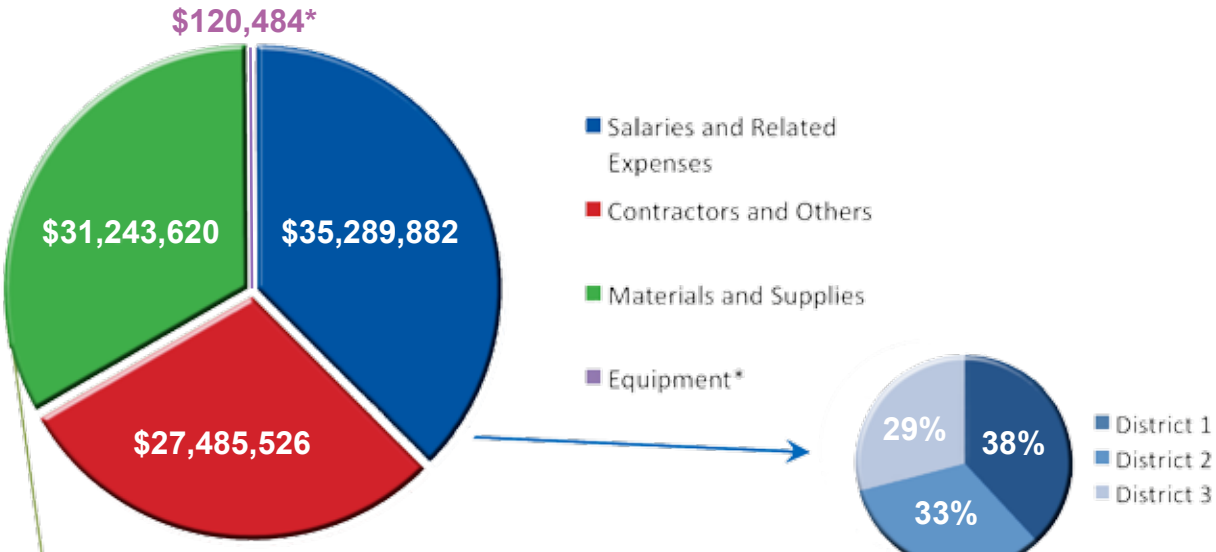
Maintain State Bridges: Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete. Yearly Target – Reduce the number of deficient bridges by one per year with ultimate target of zero deficient bridges.

Streamline Permitting Process: Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate target – 95%



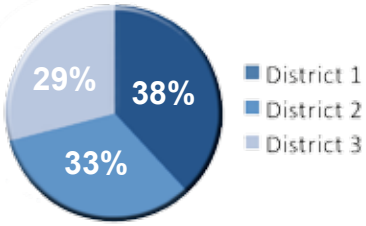
Whether traffic crashes, wind restrictions, construction or other important safety messages, NDOT's statewide system of overhead digital message signs help drivers more safely and easily traverse Nevada roads by displaying vital, real-time road information.

Maintenance Costs
Based on Fiscal Year 2009 Expenditures

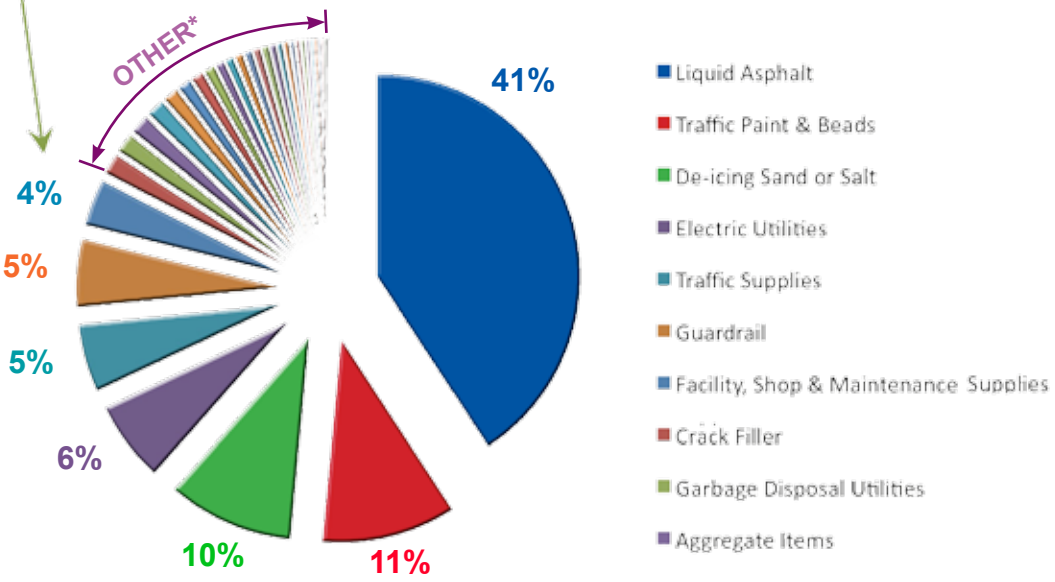


Statewide Expenditure

* Non-Rental equipment: i.e. large tools, accessories, etc.

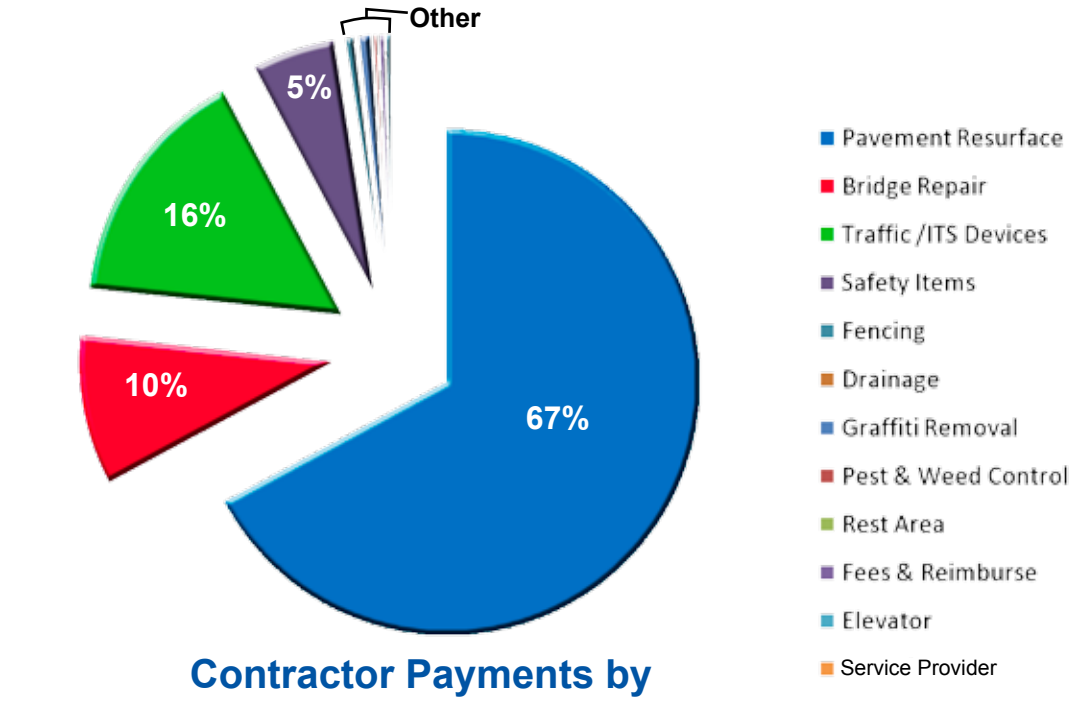


Salaries by District

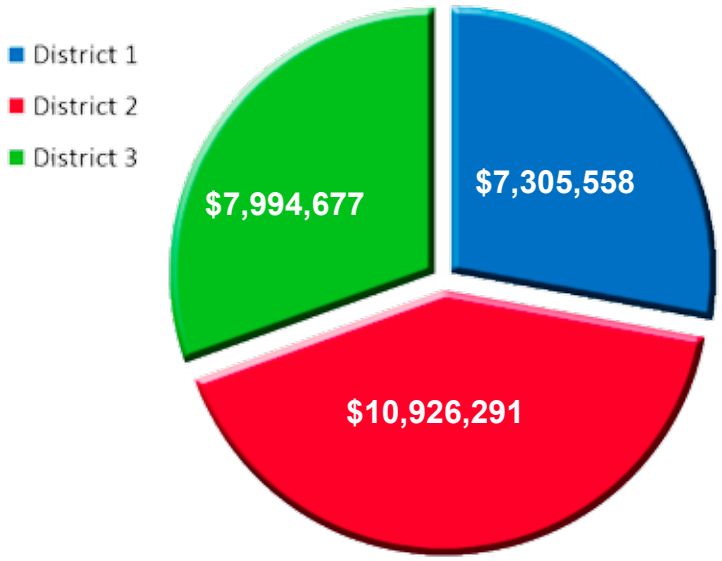


Expenditures for Materials and Supplies

Maintenance Costs
Based on Fiscal Year 2009 Expenditures

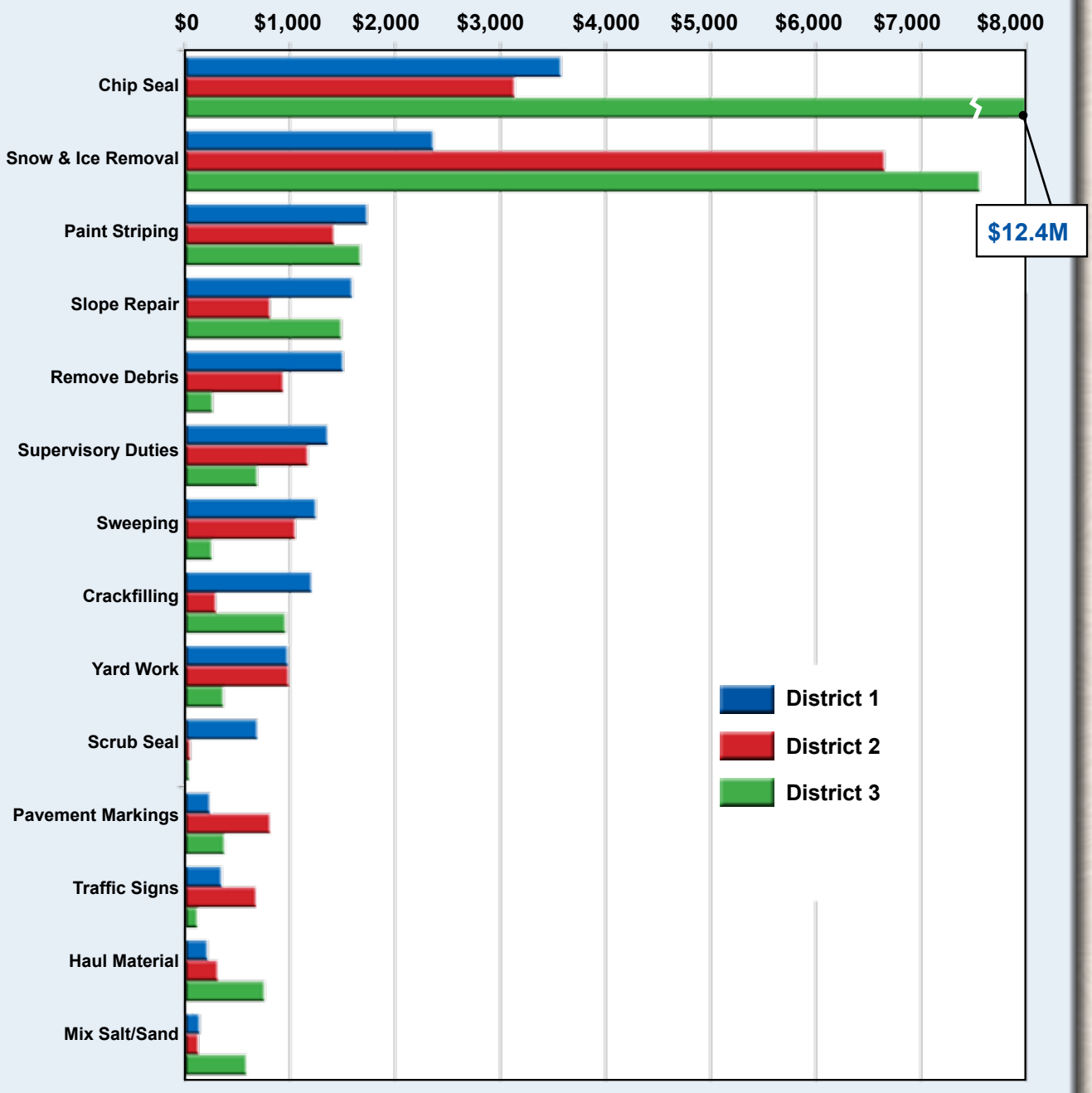


Contractor Payments by Type of Work



Contract Payments by District

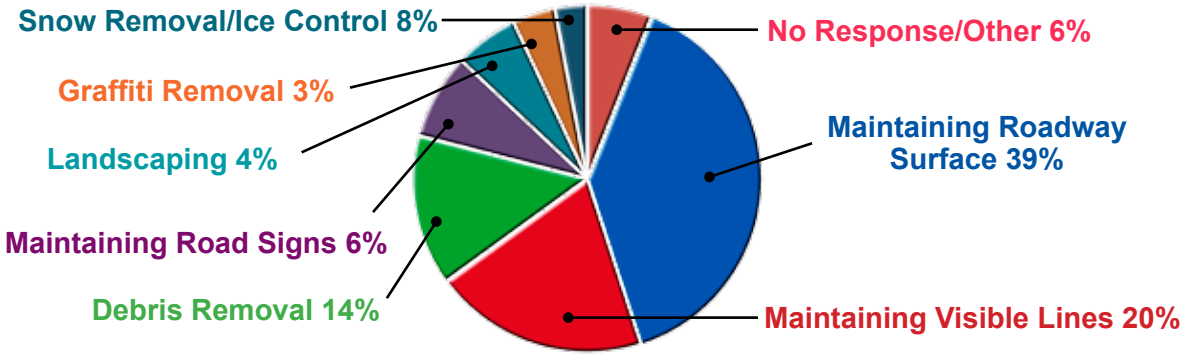
Maintenance Activities
Based on Fiscal Year 2009 Expenditures



Top Expenditures Per District
(In Thousands Of Dollars)

Customer Satisfaction Survey Results

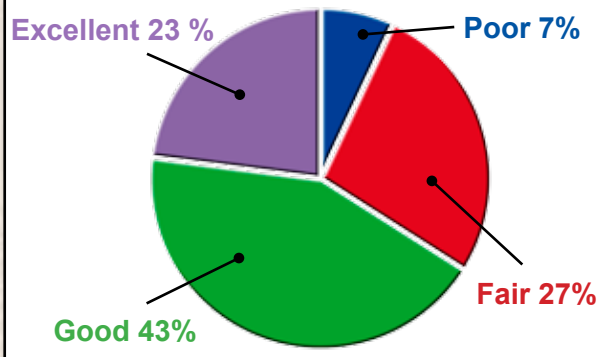
Public Priority Of NDOT Maintenance Activities Statewide



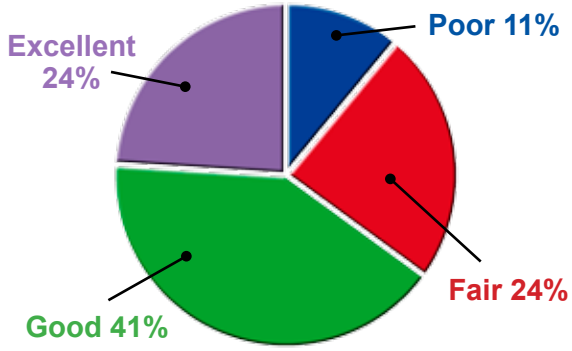
How are we doing?

NDOT's Performance According To The 2009 Customer Satisfaction Survey, Done By The Center For Research Design and Analysis At UNR

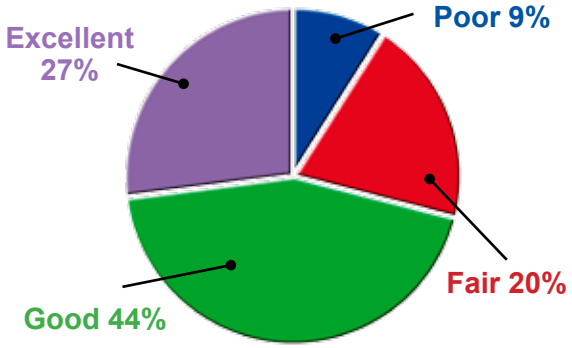
NDOT's Performance In Maintaining The Roadway Surface Statewide



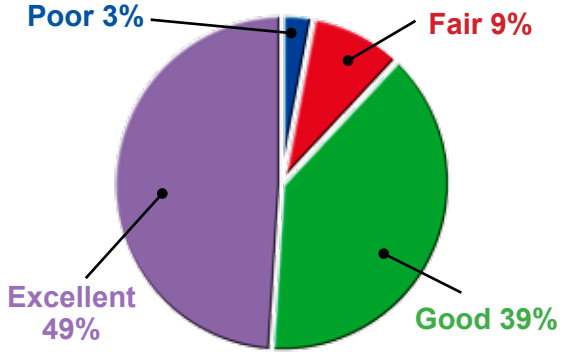
NDOT's Performance In Maintaining Visible Lines Statewide



NDOT's Performance In Removing Debris From The Roadway Statewide



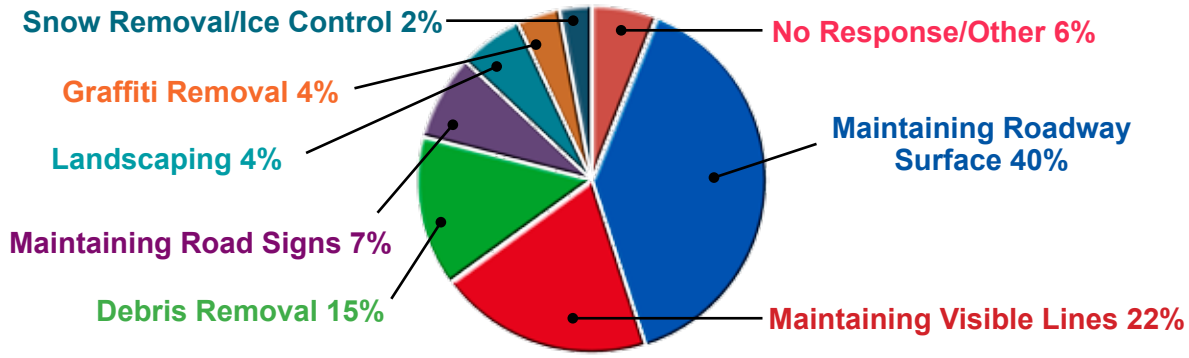
NDOT's Performance In Snow Removal/Ice Control Statewide



Customer Satisfaction Survey Results

What The Customers Want

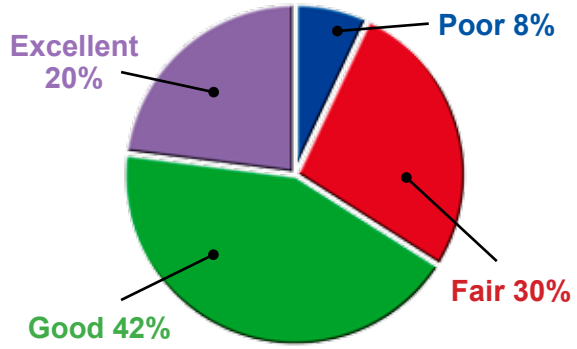
Public Priority Of NDOT Maintenance Activities In District 1



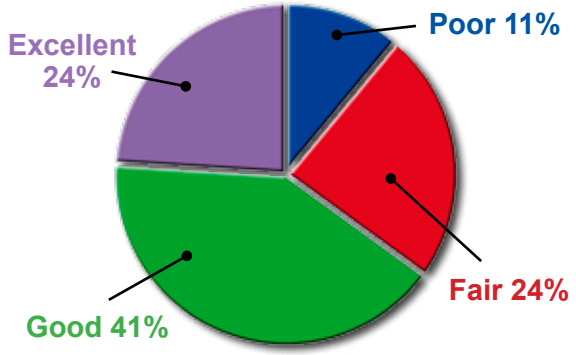
How are we doing?

NDOT's Performance According To The 2009 Customer Satisfaction Survey, Done By The Center For Research Design and Analysis At UNR

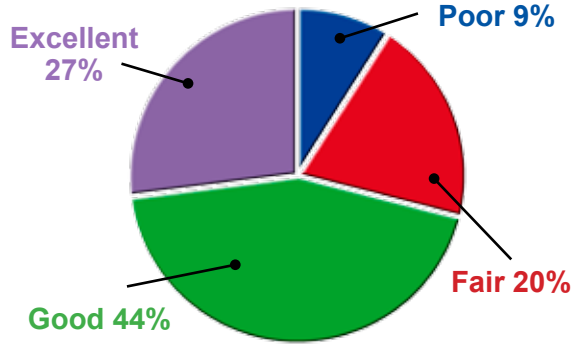
NDOT's Performance In Maintaining The Roadway Surface In District 1



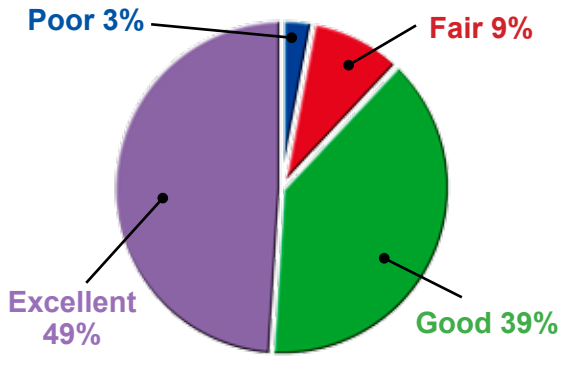
NDOT's Performance In Maintaining Visible Lines In District 1



NDOT's Performance In Removing Debris From The Roadway In District 1



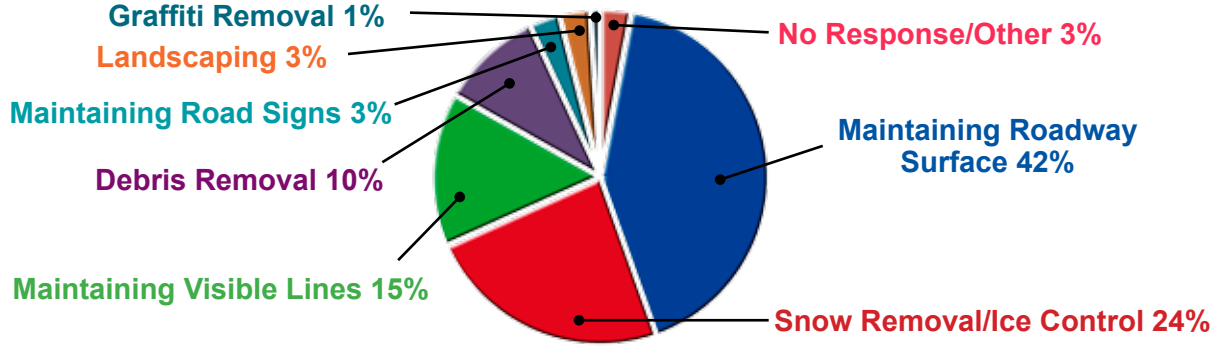
NDOT's Performance In Maintaining Road Signs In District 1



Customer Satisfaction Survey Results

What The Customers Want

Public Priority Of NDOT Maintenance Activities In District 2



How are we doing?

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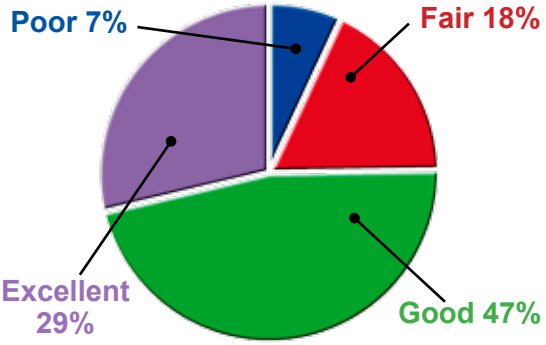
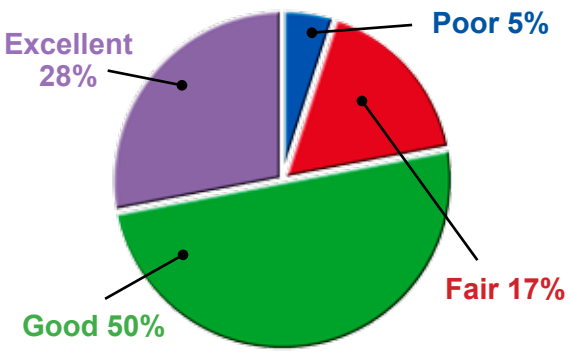
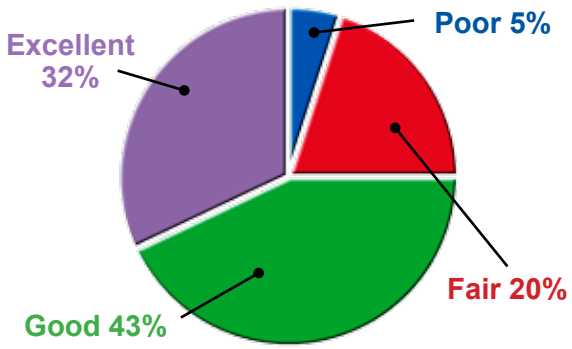
NDOT's Performance In Maintaining The Roadway Surface In District 2



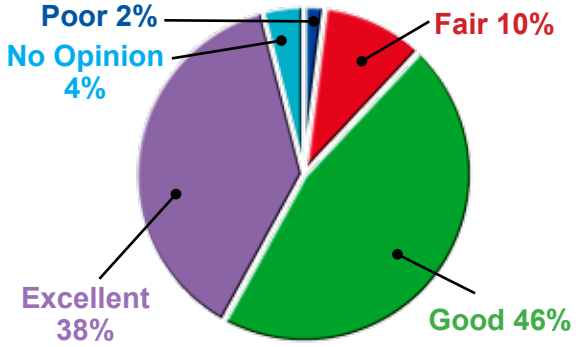
NDOT's Performance In Maintaining Visible Lines In District 2



NDOT's Performance In Removing Debris From The Roadway In District 2



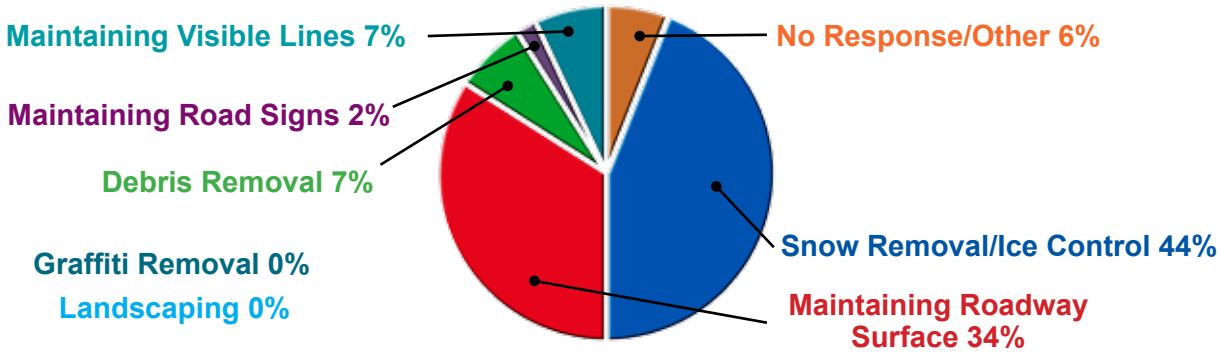
NDOT's Performance In NDOT's Performance In Snow Removal/ Ice Control In District 2



Customer Satisfaction Survey Results

What The Customers Want

Public Priority Of NDOT Maintenance Activities In District 3



How are we doing?

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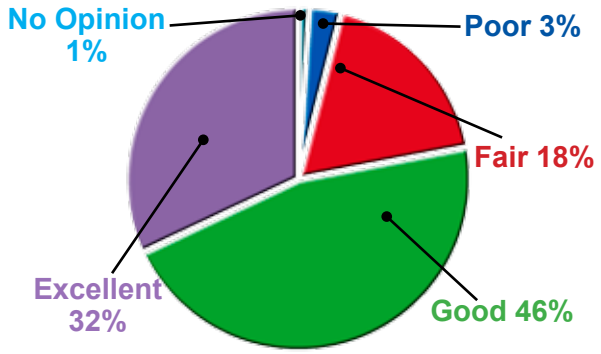
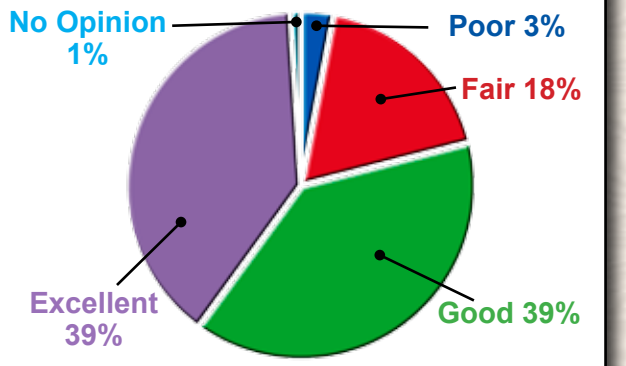
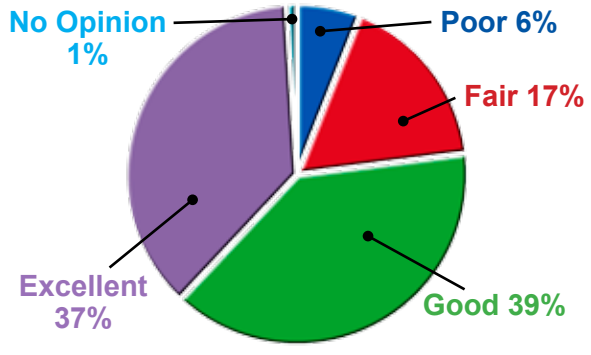
NDOT's Performance In Maintaining The Roadway Surface In District 3



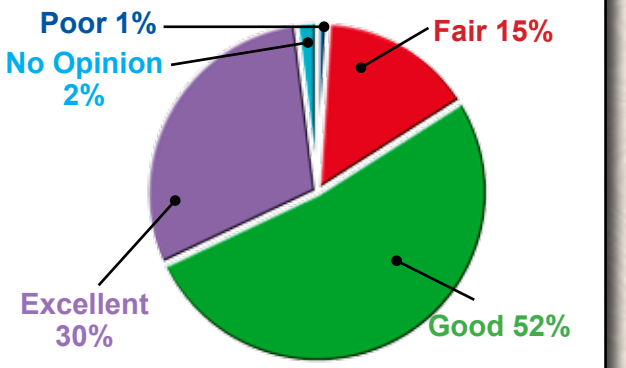
NDOT's Performance In Maintaining Visible Lines In District 3



NDOT's Performance In Removing Debris From The Roadway In District 3



NDOT's Performance In NDOT's Performance In Snow Removal/ Ice Control In District 3



Innovative Roadway Financing and Public Private Partnerships

PARTNERING PROGRAM

Nevada transportation needs have become more complex while funding becomes increasingly limited.

To continually produce top quality projects at a cost savings, NDOT and the Associated General Contractors have developed a new Partnering Program to further formalize ways to reduce construction delays and build the best project. To accomplish this, all NDOT projects over $10 million now utilize mandatory partnering procedures to help quickly resolve issues before they impact project cost or completion.

PIONEER PROGRAM

www.pioneerprogram.com

Nevada's population has expanded in past years. Meanwhile, the purchasing power of transportation funding has declined, creating a gap between available funding and the road projects needed to keep Nevada moving.

The State Transportation Board authorized NDOT to explore innovative financing and construction methods to help solve Nevada's growing transportation and congestion problems. In response, NDOT developed the Pioneer Program, a solution-oriented innovative project delivery and finance initiative designed to ensure prompt delivery of needed projects, decrease traffic congestion and provide a more efficient transportation system. These partnerships usually include the greater assumption of risk by the private partner, rather than taxpayers, along with specified responsibilities, performance and quality assurances to the taxpayer. While each entity shares in the risks and rewards, the involved government partner maintains control and ownership of the project and sets the standards under which the private partner must build, maintain and possibly operate the facility.

VEHICLE MILES TRAVELED PILOT STUDY

www.vmtfeenv.com

In future years, Nevada will be billions of dollars short in road funding due in part to increases in inflation, increased use of alternative fuel vehicles, and new fuel efficiency standards expected to cut fuel consumption nearly in half after 2016. To research a sustainable and viable funding source for our roads, NDOT's Vehicle Miles of Travel Fee study will assess and evaluate VMT fees as a potential fuel tax replacement. This study will review policy, privacy, technology, administration and equitability aspects of potentially replacing the current fuel tax with a vehicle miles traveled fee. In a VMT system, drivers pay based on miles driven instead of paying per-gallon fuel taxes. Vehicle miles traveled systems have been evaluated, even endorsed, by national panels of experts initiated by the U.S. Congress. More than 16 other states are currently evaluating the feasibility of a VMT fee system. Should VMT be instituted nationally, this research study will give Nevada a head start in understanding how a VMT system might work for the citizens of the state, and which technologies would best protect the privacy of each citizen. Throughout the process, Nevada citizens have an opportunity to provide feedback and have any questions about the study answered.

States conducting VMT Studies

ELECTRONIC BIDDING

Thanks to regulatory updates made by the 2009 Nevada Legislature, NDOT will soon realize more cost effective and time-saving electronic bidding as the Department unveils its electronic bidding system in 2011, allowing contractors to submit bids electronically. Electronic bidding is estimated to reduce manual processes, such as the time and paperwork required to manually review all bids, by 70%, allowing NDOT to relocate staff to other important tasks. Within two years of full implementation, the system is also projected to reduce the number of rejected bids, as well as reduce bid protests.

INTEGRATED TRANSPORTATION RELIABILITY PROGRAM

http://www.kimley-horn.com/projects/NevadaITRP/index.shtml

Across the nation, congestion is estimated to cost $78 billion per year. NDOT's Integrated Transportation Reliability Program (ITRP) aims to implement new and innovative programs to prevent congestion and keep Nevada moving. Bringing together stakeholders statewide, NDOT's ITRP program will develop strategies to keep travel time reliable in Nevada.

FREEWAY AND ARTERIAL SYSTEM OF TRANSPORTATION - FAST

In Southern Nevada, NDOT partners with the Nevada Highway Patrol and Regional Transportation Commission in the Freeway and Arterial System of Transportation. Known as FAST, the traffic center oversees innovations to make Las Vegas freeways safer and more efficient. From synchronization of over 1,000 traffic signals and ramp metering for smoother freeway traffic flow to digital message signs and e-mail/text alerts with vital freeway information, the FAST system eases traffic congestion by as much as 25 percent. Behind the scenes, traffic flow meters and cameras help response teams quickly alleviate any potential traffic incident.

In the greater Reno-Tahoe region, NDOT also looks to partner in a similar Traffic and Emergency Management Center to provide greater public safety and multi-agency cost efficiencies

CASE STUDY:

U.S. 95 Las Vegas Intelligent Transportation Improvements

In 2009, NDOT's U.S. 95 Intelligent Transportation Systems project enhanced 12 miles of U.S. 95 in northern Las Vegas with these important improvements:

- Ramp meters on freeway on-ramps to help maintain smooth and safe freeway traffic flow
- Ten new digital message signs to display important traveler information
- 22 new traffic surveillance cameras
- Traffic flow detectors providing a roughly every-one-third-mile, round-the-clock measurement of traffic speeds and volumes to report "travel Time Estimates".

TRAFFIC INCIDENT MANAGEMENT (TIM) COALITION OF SOUTHERN NEVADA

Digital message sign on I-15 showing travel time information.

NDOT's Regional Concept of Transportation Operations aims to prevent congestion and keep Nevada moving. The program's Traffic Incident Management Coalition brings southern Nevada emergency response and transportation agencies together to enhance emergency response to traffic crashes. Since inception of the Coalition, freeway system delays have been reduced by as much as 40 percent. Some near-future programs for improved incident traffic control include roving incident response vehicles.

EMERGENCY MANAGEMENT

Imagine this: a devastating earthquake threatens lives and damages vital infrastructure or spills floodwater into northern Nevada's largest cities. NDOT has the responsibility of protecting motorist safety and Nevada's vital, and valuable, transportation links. That is why the Department routinely prepares for such non-routine emergency scenarios as listed above, in simulated emergency training exercises such as these:

Operation Alpha Shield	*January 2009 bomb threat scenario testing NDOT's Infrastructure Security Plan.*
Operation Eagle Eye	*July 2009 flood scenario testing NDOT's set up and activation of the NDOT emergency operations center.*
Operation Solid Shield	*March 2010 earthquake scenario tested in southern Nevada.*

COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS

All Nevadans benefit from an efficient and safe trucking industry. Nevada's Commercial Vehicle Information Systems and Networks (CVISN) has improved Nevada commerce and safety through electronic commercial vehicle screening, integrated driver credential systems and on-line credentialing, as well as safety enforcement.

Now, CVISN is envisioned to improve over-dimensional permitting for the nearly 40,000 annual wide load permits with on-line permit applications and automatic review of height restrictions and other roadway constraints. Meanwhile, remote truck monitoring stations could give troopers, mobile capabilities to enforce commercial vehicle safety and licensing.

STRATEGIC HIGHWAY SAFETY PLAN

www.drivesafenv.com

Alongside our transportation and safety partners, NDOT has developed and will continue to update Nevada's Strategic Highway Safety Plan.

The plan guides Nevada traffic and safety professionals as they implement safety measures to reduce traffic fatalities through engineering, education, enforcement and emergency service enhancements.

Nevada traffic fatalities in 2009 were the lowest in more than 20 years, thanks in part to this multi-agency traffic safety plan.

RUMBLE STRIPS

www.nevadadot.com/safety

More than 40 percent of Nevada traffic fatalities are caused by run-off-the-road and head-on crashes. Consisting of grooves cut into a roadway, rumble strips generate sound and vibration when drivers veer out of their lane, alerting motorists and reducing such crashes.

NDOT is placing rumble strips in the center median and shoulders of many rural state roadways to save lives and further increase the safety of Nevada transportation.

CABLE BARRIERS

www.nevadadot.com/safety

More than half of cross-median crashes in Nevada result in injury. In an effort to help prevent these crashes, NDOT has begun a program of installing cable barriers in the median of certain state roadways. Heavy-duty cables strung along a row of posts between opposite lanes of traffic, cable barriers can catch misguided vehicles like a net, avoiding head-on collisions.

WILDLIFE SAFETY CROSSINGS

www.nevadadot.com/safetycrossing

In a recent five year span, there were over 2,000 reported vehicle-animal collisions in Nevada.

Safety crossings are passages above or beneath roadways that are designed to increase road safety and reduce these collisions by allowing wildlife to safely cross. To help prevent driving safety hazards and preserve wildlife populations and habitat, NDOT, the Nevada Department of Wildlife and other partners have begun installing safety crossings on roads with high vehicle-animal collision rates or safety concerns.

Photo Illustration

ROAD SAFETY AUDITS

Nevada's road safety audits bring together safety and engineering experts to evaluate new or existing roads for potential safety improvements. Eighty percent of the safety recommendations suggested are made, helping to reduce fatal and injury crashes.

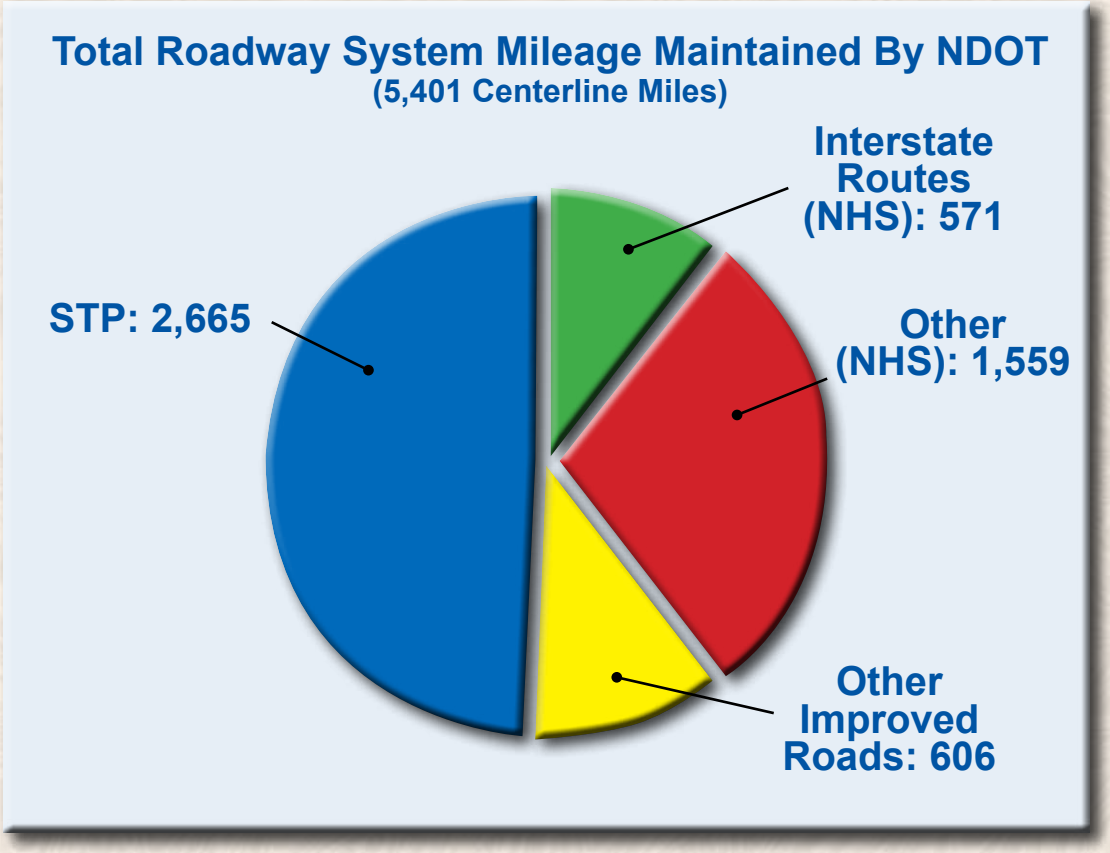
SAFE ROUTES TO SCHOOL

The NDOT's Safe Routes to School program targets school children, grades K-8, providing education, encouragement, enforcement and engineering solutions to provide safe and appealing programs and facilities related to walking and biking to school. The goal of the program is to reduce the number of children arriving to school by vehicles thereby increasing the student physical activity level and health, improving air quality, reducing fuel consumption and improving student safety in the vicinity of schools. Nevada has provided over 5.5 million in Federal dollars for Safe Routes programs to communities and school districts via a competitive grant process. For more information regarding Safe Routes to School Program, visit *www.walknevada.com*.

Roadway System Mileage (Centerline Miles)

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

	NDOT Maintained	Locally Maintained	Statewide Total
Federal Aid			
NHS	2,130	27	2,157
STP	2,665	1,643	4,308
Non-Federal Aid			
Other Improved	606	19,211	19,817
Unimproved	0	7,632	7,632
Total	**5,401**	**28,513**	**33,914**



FEDERAL AID

NATIONAL HIGHWAY SYSTEM (NHS)

The NHS is a system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, major collectors, and urban collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

NON-FEDERAL AID

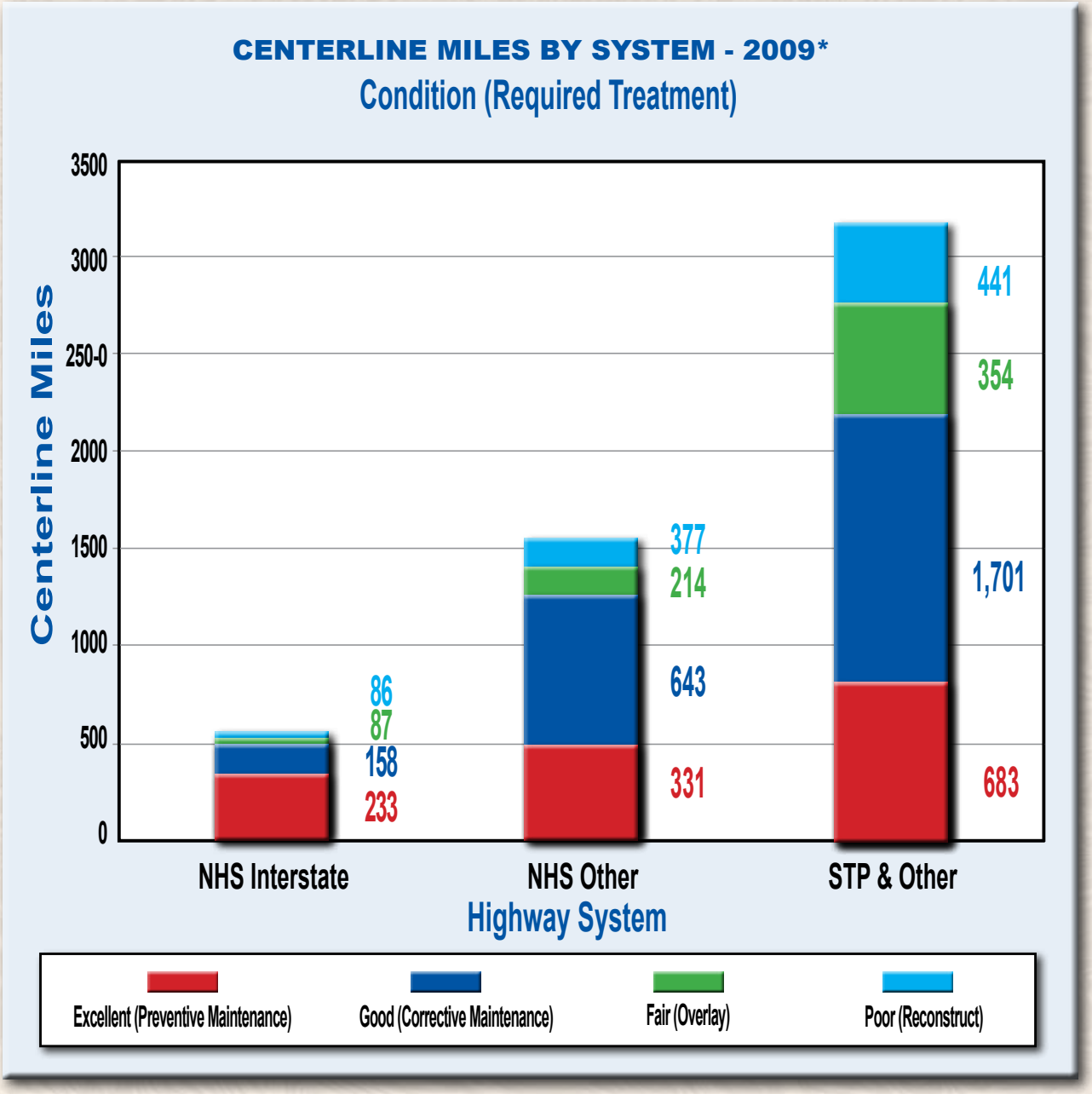
OTHER IMPROVED ROADS

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

UNIMPROVED ROADS

Unimproved roads are functionally classified as locals but are not regularly maintained. They carry a low volume of traffic and do not qualify for federal aid or Nevada's gas tax distributions.

NDOT Maintained Pavement Condition



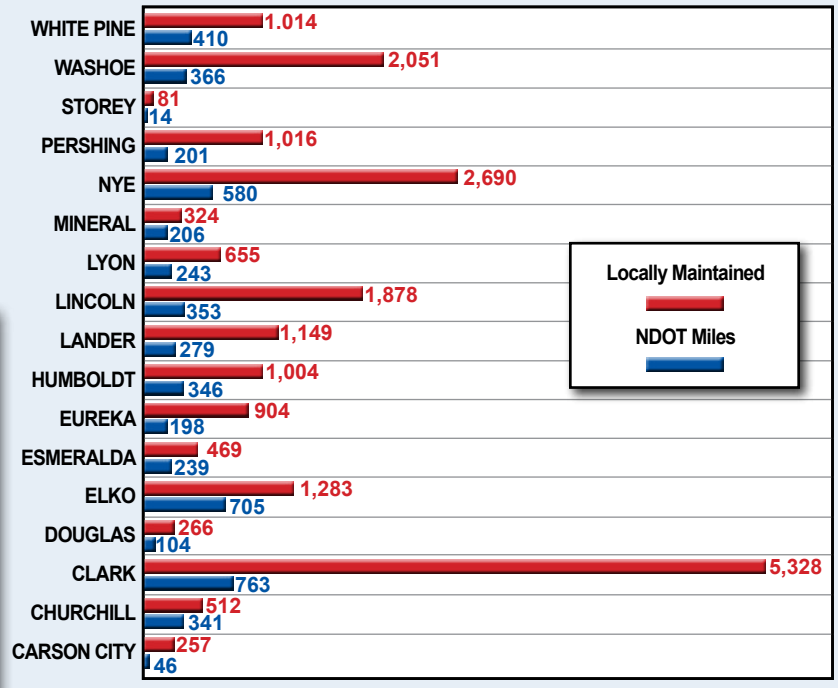
Note: System miles above may not match those on page 24 because not all roads have had their condition rated.

*Data for low volume roads is from 2007 due to technical difficulties in data collection.

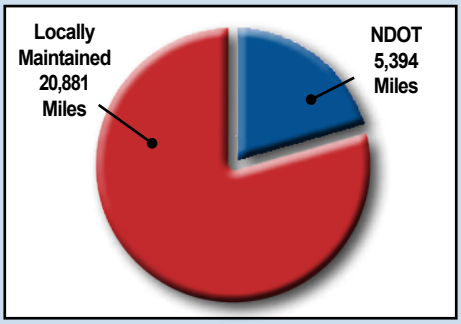
Vehicle Miles of Travel

Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 57 percent of the total vehicle miles of travel. The remaining 43 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads exploded from 9 billion in 1990 to 21 billion in 2008.

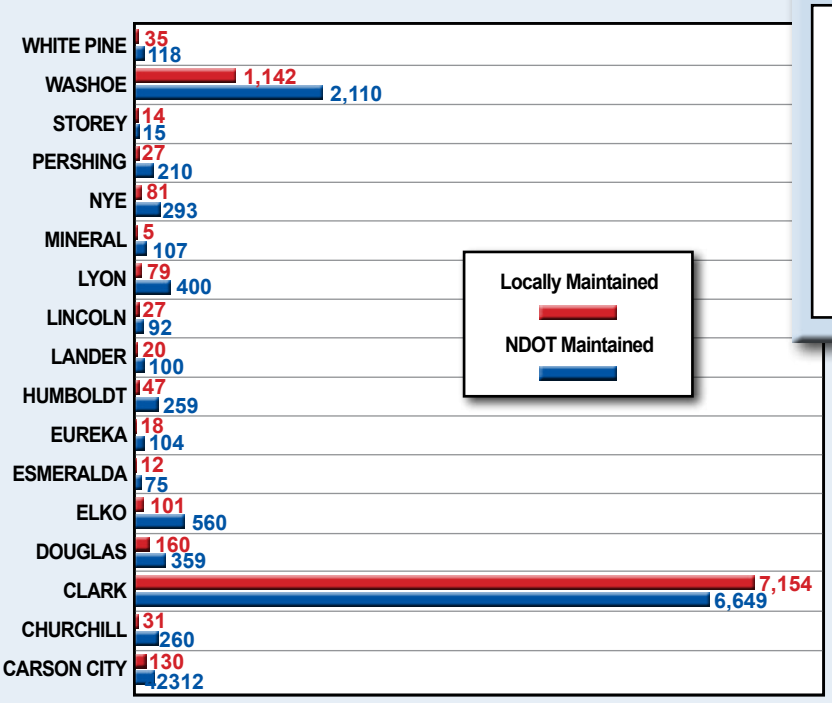
2008 Miles of Improved Road By County



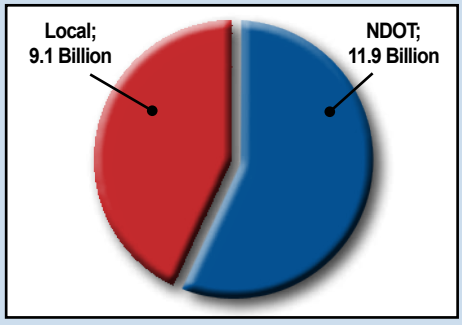
26,275 Total Miles of Improved Roads



2008 Vehicle Miles of Travel By County

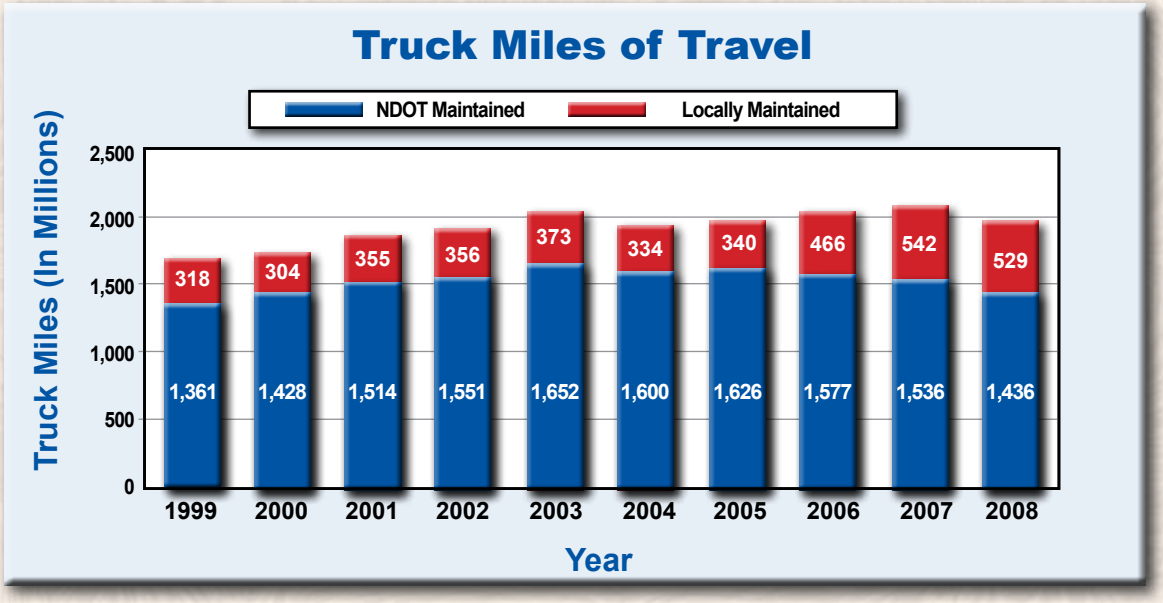


21.0 Billion Total Vehicle Miles Traveled



Truck Miles of Travel

The state-maintained system also carries 83 percent of all truck traffic and 87 percent of the heavy truck traffic.



Bridges

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,922 public bridges in Nevada. The Nevada Department of Transportation maintains 1,092 bridges; 792 are maintained by federal, county, city or other governmental agencies; and 38 bridges are privately maintained.

What makes a bridge structurally deficient?

Bridges are considered structurally deficient if significant load-carrying elements are in poor or worse condition. A deficient bridge requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement. Regular inspections identify unsafe conditions at which time the bridge will be closed.

How does a bridge become functionally obsolete?

Functional obsolescence is a significant difference between the existing bridge and geometrics required by current design standards. As an example, a bridge designed in the 1930's might be significantly narrower than a bridge designed today.

What do we mean by a seismic deficiency?

Older bridges weren't always designed with earthquakes in mind. These bridges are considered seismically deficient and need seismic retrofits to bring them up to current earthquake-resistant standards.

State-Maintained Bridges Needing Renovation by Deficiency

Seismic	128
Structural	18
Functional	139

General

State highways maintained by the Nevada Department of Transportation are financed with highway-user revenue and federal funds. No General Fund (general tax) revenue is normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

State Constitutional Provisions

Article 9, Section 5 of the Nevada Constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operation of any motor vehicle upon any public highway in the State and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state."

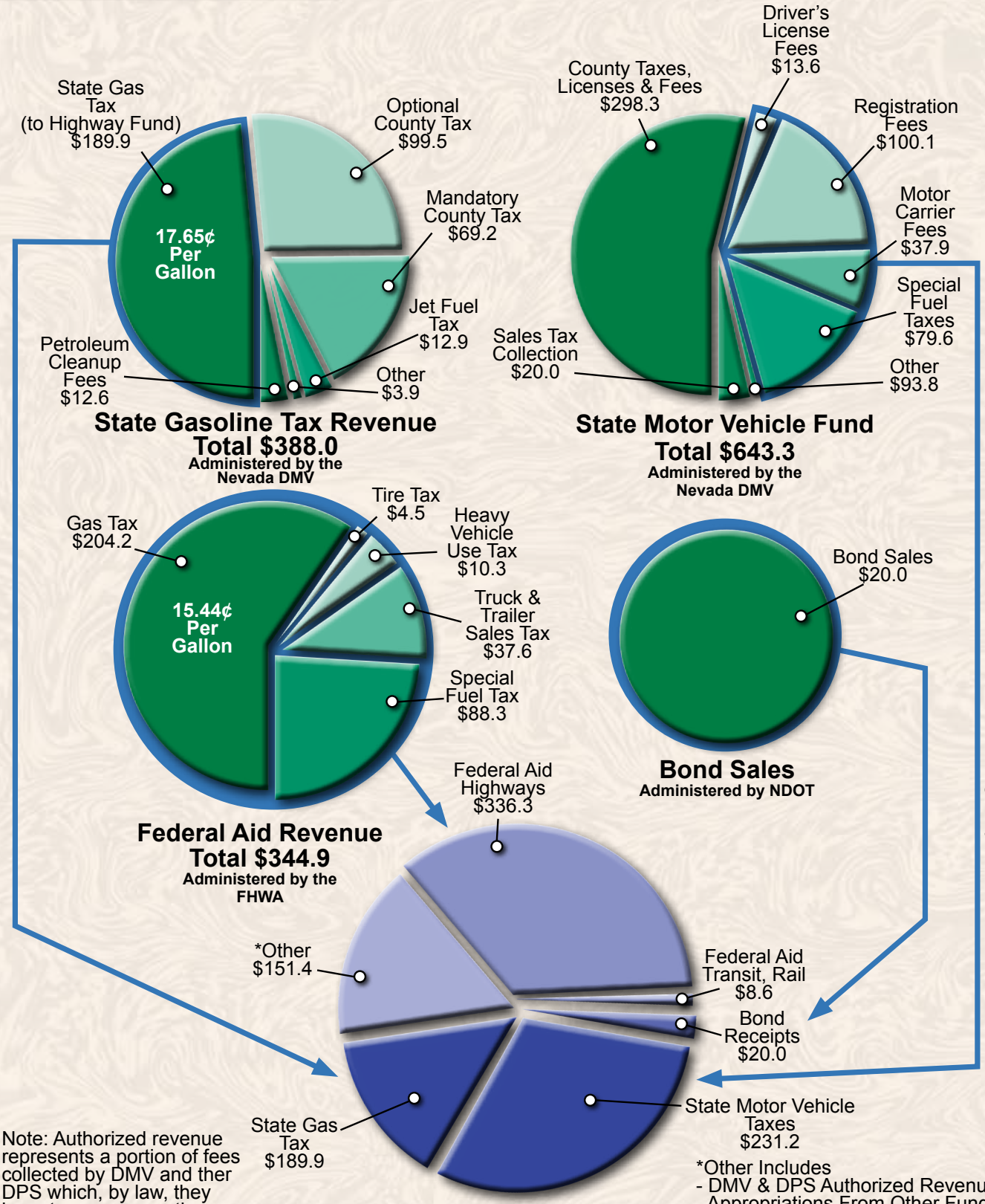
Expertise and dedication are the hallmarks of NDOT construction staff who oversee some of Nevada's most prominent and important road improvements.

State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Services Authority.

State Highway Fund Revenue Sources

(2009 Revenue Shown in Millions)
(Includes ARRA Funding)

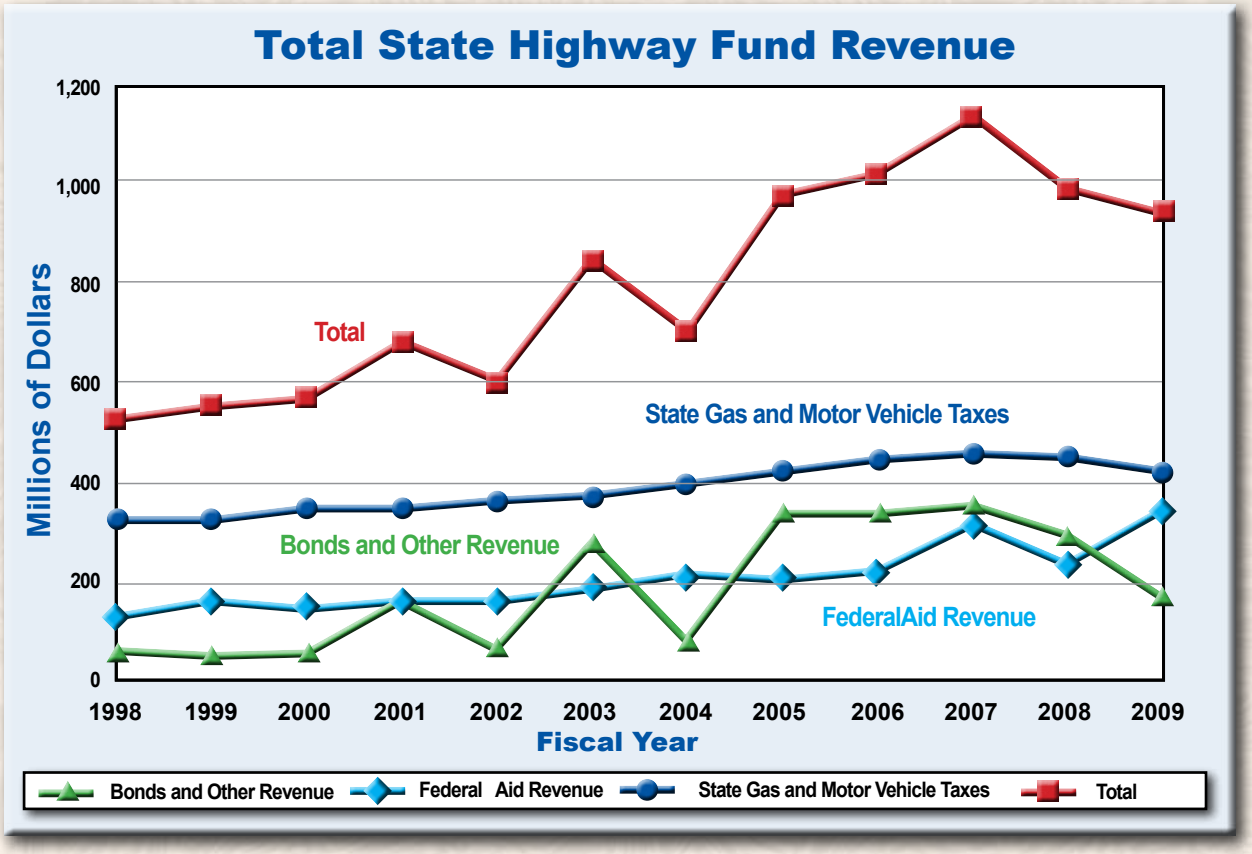


Note: Authorized revenue represents a portion of fees collected by DMV and ther DPS which, by law, they keep to cover operating costs.

*Other Includes
- DMV & DPS Authorized Revenue
- Appropriations From Other Funds
- Agreement Income
- Interest
- Sale of Surplus Property
- Other Sales and Reimbursements

Total State Highway Fund Revenue

(Administered by the Department of Transportation)

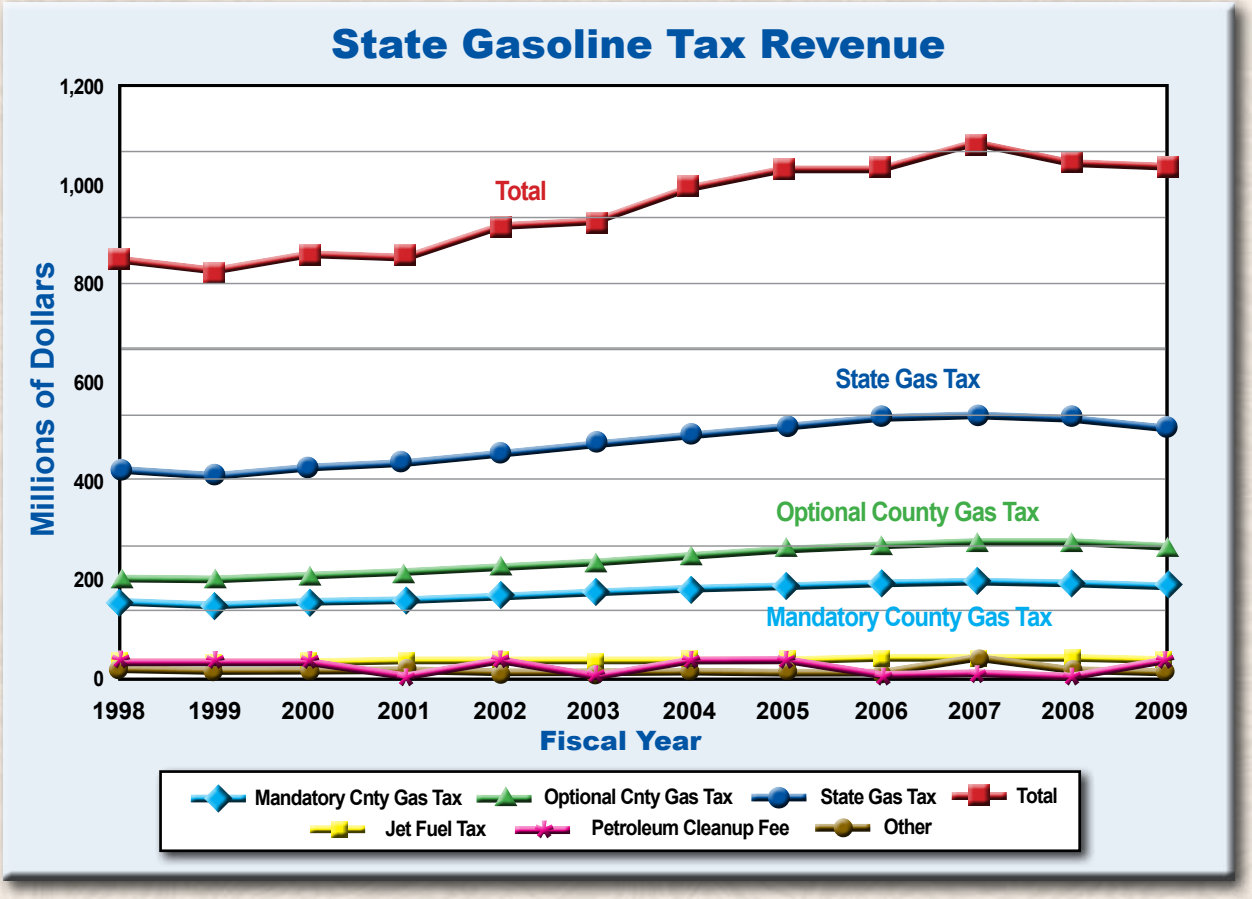


Total State Highway Fund Revenue (In Millions)

State Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
1998	131.4	326.7	66.5	524.6
1999	164.5	330.4	57.8	552.7
2000	153.4	351.7	60.5	565.6
2001	167.0	346.5	167.4	680.9
2002	167.4	365.7	69.2	602.3
2003	185.9	375.2	285.1	846.2
2004	215.0	398.9	88.7	702.6
2005	206.4	423.6	342.4	972.4
2006	223.2	448.2	343.5	1,014.9
2007	314.2	459.6	356.4	1,130.2
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.4	937.4

Note 1: Total revenue is net to the state highway fund
Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements
Note 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs

State Gasoline Tax Revenue



State Gasoline Tax Revenue (In Millions)

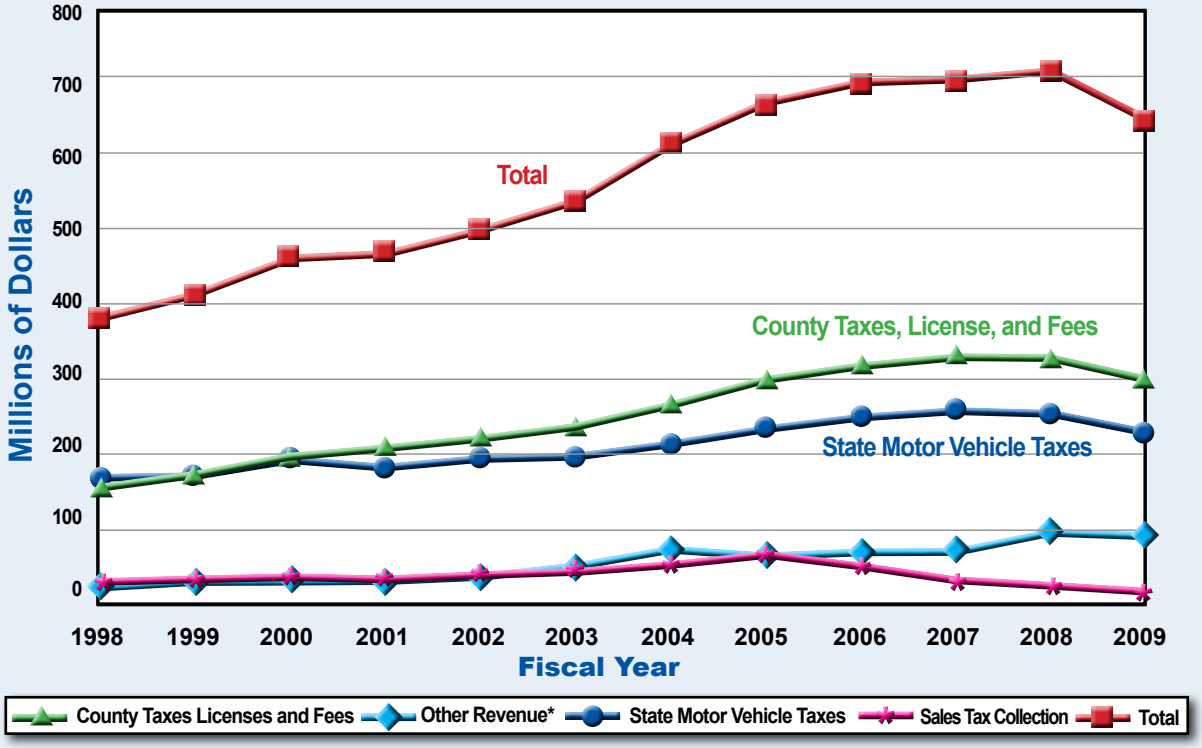
Fiscal Year	State Gas Tax	Mandatory County Gas Tax	Optional County Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other*	Total
1998	158.6	56.7	75.8	10.8	11.1	5.6	318.6
1999	153.4	55.1	74.1	10.4	10.6	5.1	308.7
2000	159.2	57.1	77.7	11.9	11.2	5.2	322.3
2001	163.1	58.5	79.7	12.5	0.5	5.3	319.6
2002	169.9	62.1	83.8	12.0	11.5	3.6	342.9
2003	176.6	64.6	87.1	12.0	0.0	3.8	344.1
2004	184.5	67.6	92.4	12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3	13.4	12.5	3.7	386.4
2006	197.7	72.3	100.9	14.5	0.0	3.0	388.4
2007	200.2	73.0	102.6	14.5	2.5	14.9	407.6
2008	197.6	72.1	102.5	14.8	0.2	5.0	392.1
2009	189.9	69.2	99.5	12.9	12.6	3.9	388.0

**Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.*

Note: Revenue in shaded column goes into state highway fund.

State Motor Vehicle Fund (Taxes,Licenses & Fees Revenue)

State Motor Vehicle Fund Taxes, Licenses, and Fees Revenue



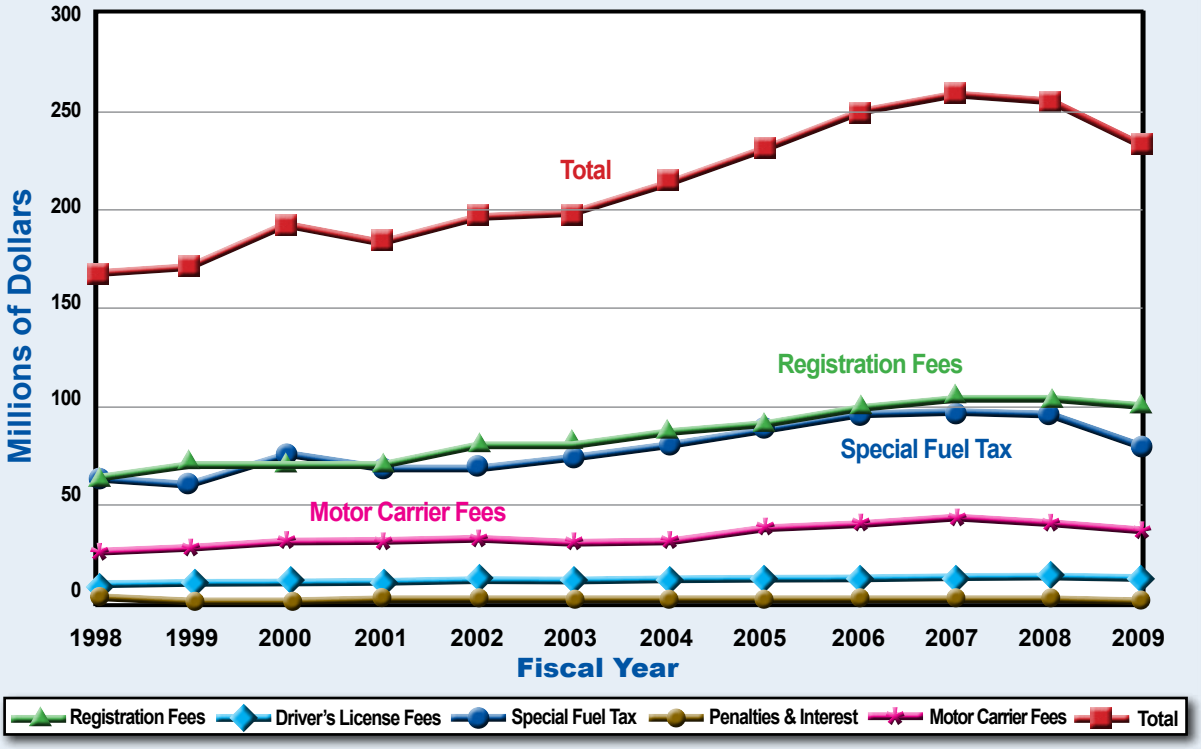
State Motor Vehicle Fund (Taxes, Licenses, and Fees Revenue) (In Millions)

Fiscal Year	State Motor Vehicle Taxes	County Taxes Lic. & Fees	Sales Tax Collections	Other Revenue*	Total
1998	168.0	159.0	30.8	25.9	383.7
1999	170.9	172.5	34.1	33.2	410.7
2000	192.5	198.3	37.7	32.7	461.2
2001	183.4	210.1	38.6	33.8	465.9
2002	195.7	221.9	40.9	39.1	497.6
2003	198.6	239.0	45.4	52.9	535.9
2004	214.4	267.0	54.7	74.8	610.9
2005	232.8	297.6	64.8	67.4	662.6
2006	250.5	317.3	53.6	71.3	692.7
2007	259.4	329.9	33.6	71.8	694.7
2008	255.7	328.0	27.5	73.6	684.9
2009	231.2	298.3	20.0	93.8	643.3

Note: Revenue in shaded column goes into state highway fund.
Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements

State Motor Vehicle Taxes to Highway Fund Derived From the State Motor Vehicle Fund

State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

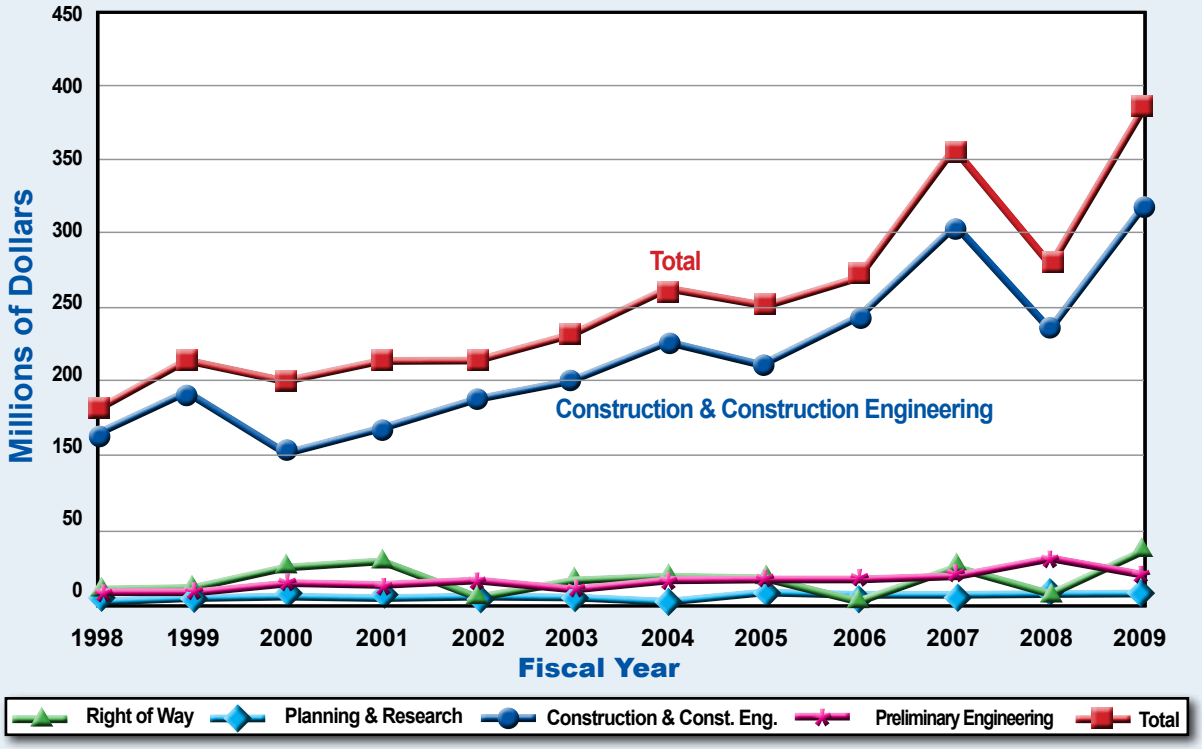


State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Penalties & Interest	Total
1998	64.3	25.8	64.1	9.6	4.2	168.0
1999	60.9	29.0	69.8	11.2	0.0	170.9
2000	76.6	32.0	72.3	11.6	0.0	192.5
2001	69.9	31.9	70.1	11.5	0.0	183.4
2002	69.4	33.4	80.7	12.2	0.0	195.7
2003	74.1	31.3	81.0	12.2	0.0	198.6
2004	81.5	32.3	87.9	12.7	0.0	214.4
2005	87.8	38.5	91.8	12.8	0.0	230.9
2006	96.6	40.8	99.8	13.2	0.0	250.5
2007	97.0	44.1	104.7	13.7	0.0	259.4
2008	96.4	41.2	103.9	14.2	0.0	255.7
2009	79.6	37.9	100.1	13.6	0.0	231.2

**Special fuel includes diesel fuel, propane, natural gas,and water-phased hydrocarbon emulsions.*
Penalties and interest included in taxes and fees are shown after 1998.

Highway Fund Federal-Aid Revenue For Highways By Phase

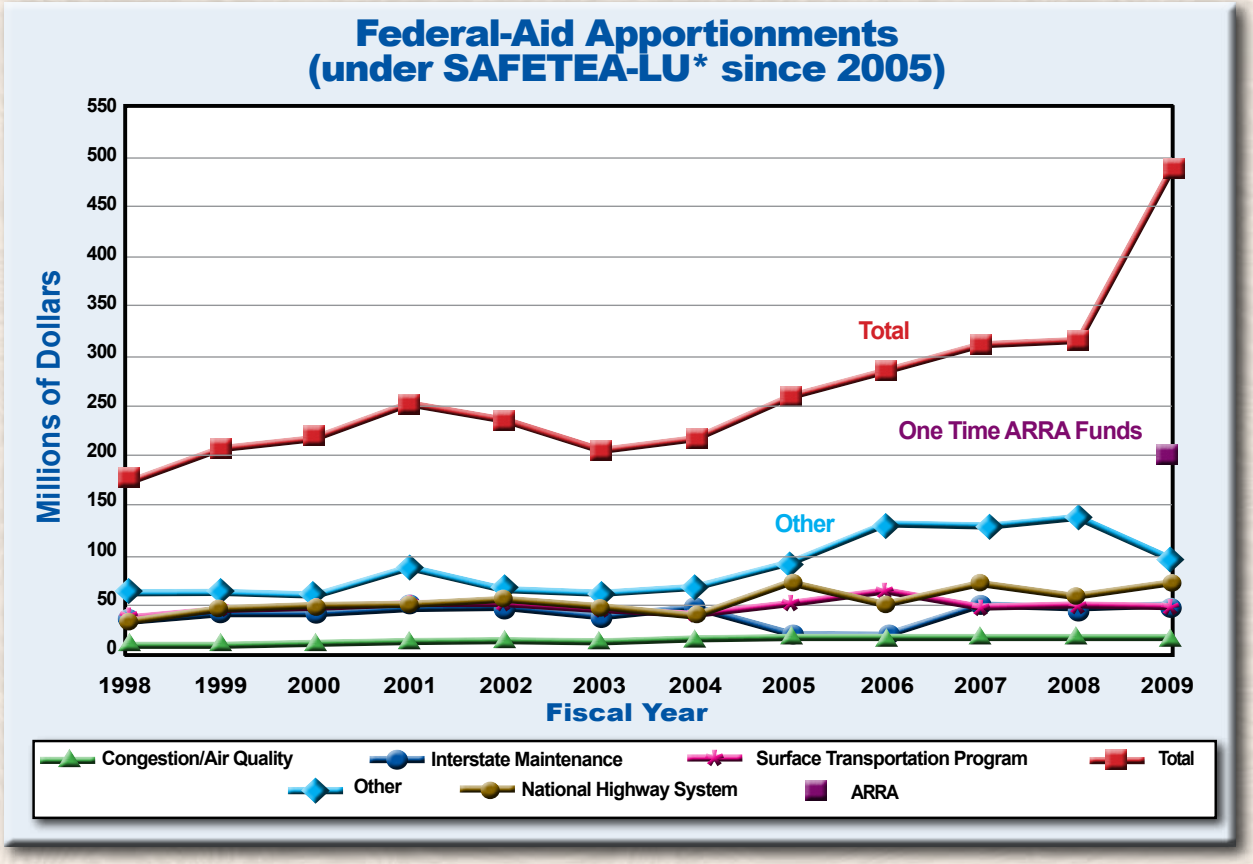


Highway Fund Federal-Aid Revenue For Highways By Phase

Fiscal Year	Planning & Research	Right of Way	Prelim Eng.	Const. & Const. Eng.	Transit & Rail	Total
1998	2.7	8.9	7.6	112.2		131.4
1999	3.4	11.5	7.7	143.5		166.1
2000	6.8	26.0	13.2	104.0		150.0
2001	4.3	29.3	12.2	119.1		164.9
2002	5.5	6.0	14.7	138.5		164.7
2003	4.9	16.5	10.2	151.1		182.7
2004	1.6	18.2	16.0	177.6		213.4
2005	7.7	17.8	15.7	161.0		202.2
2006	6.5	2.6	17.2	194.5		220.8
2007	6.5	25.9	19.3	256.1		307.9
2008	6.7	7.6	31.6	184.1		230.0
2009	8.3	36.0	20.3	271.7	8.6	344.9

NOTE 1: Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

Federal-Aid Apportionments (under SAFETEA-LU since 2005)



Federal-Aid Apportionments (under SAFETEA-LU since 2005)

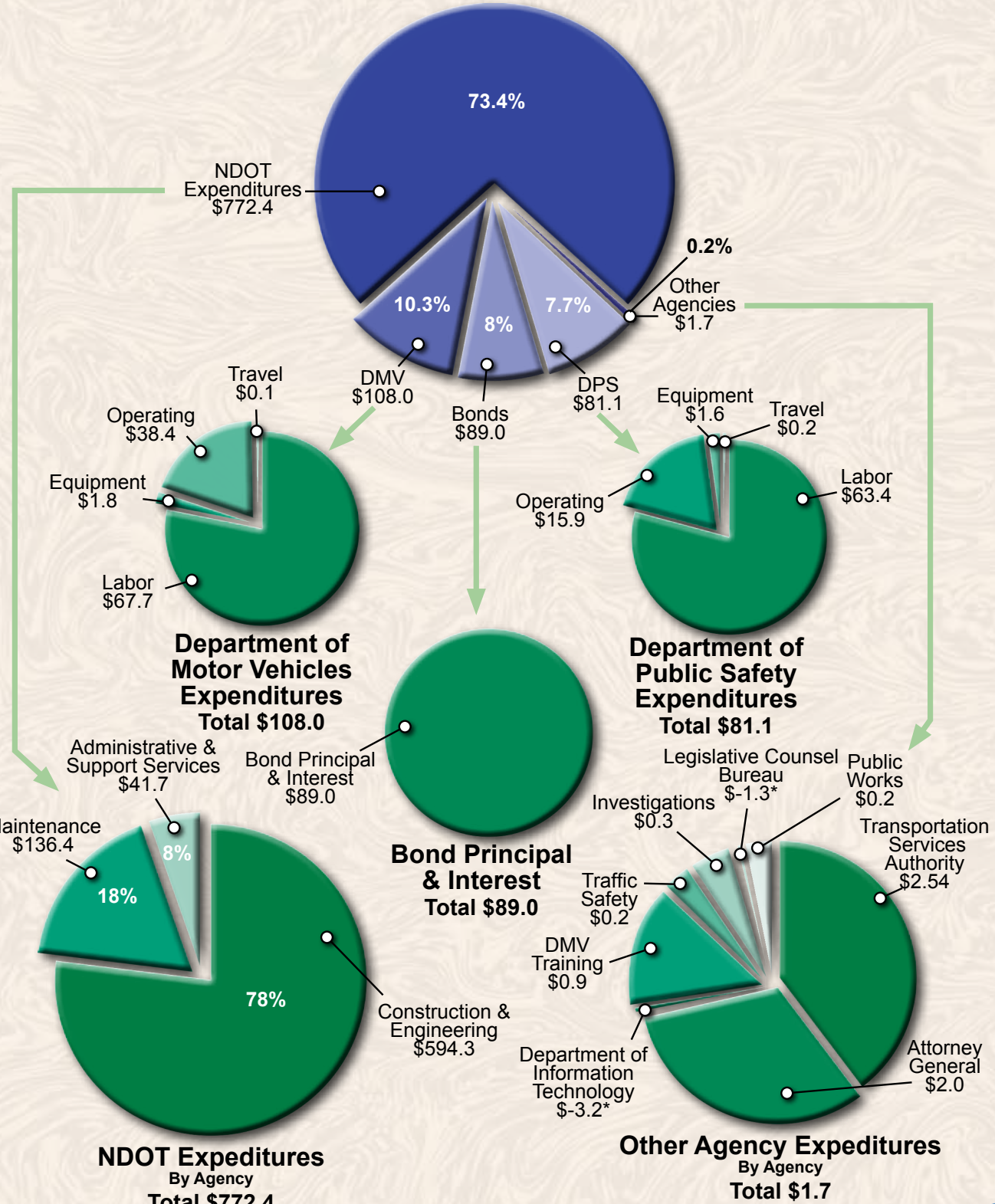
Fiscal Year	Interstate Maintenance	National Hwy System	Congestion/ Air Quality	Surface Trans Program	Other**	ARRA	Total
1998	32.6	39.2	9.8	32.6	63.2		177.4
1999	40.1	46.2	11.3	45.9	63.2		206.7
2000	42.7	50.4	13.1	48.6	61.5		216.3
2001	45.8	53.2	14.6	51.9	89.3		254.8
2002	47.0	53.8	15.5	53.0	65.4		234.7
2003	38.7	46.3	13.9	45.9	61.6		206.4
2004	47.7	40.5	16.4	47.8	66.1		218.5
2005	22.1	73.9	17.5	51.5	94.7		259.7
2006	19.0	50.4	18.8	65.1	132.2		285.5
2007	44.0	69.6	13.0	54.2	131.4		312.2
2008	47.0	58.9	19.7	51.9	138.7		316.2
2009	50.0	72.9	18.3	47.6	96.8	201.0	486.6

**2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users.*
***Other includes Planninfg, Bridge Replacement, Advance Right of Way, High Priority, Forest Highway Funds, and Earmarked Funds, if any.*
ARRA - American Recovery and Reinvestment Act of 2009

State Highway Fund Expenditures and Disbursements

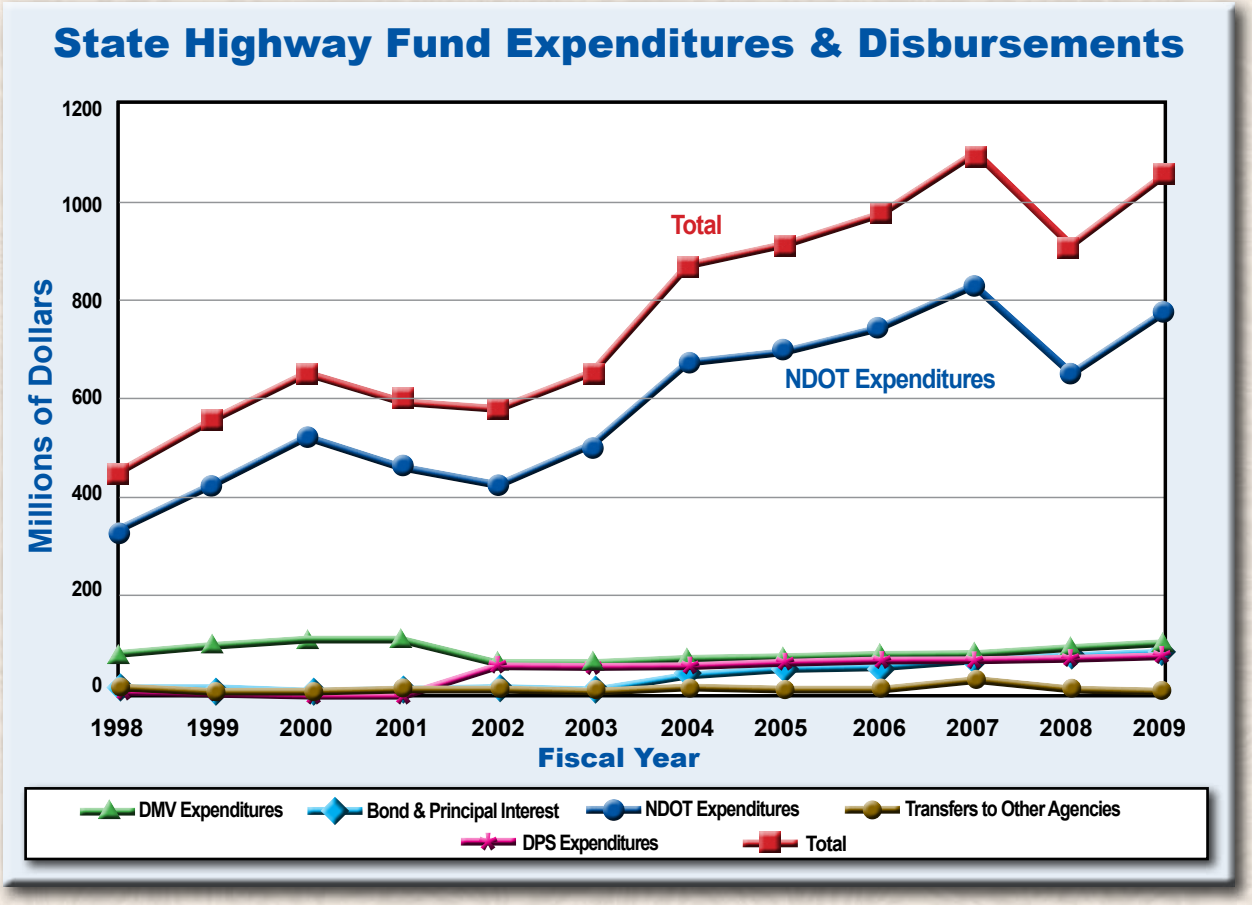
(2009 Expenditures Shown in Millions)

2009 State Highway Fund Expenditures
Total $1,052.2
Administered by the Nevada Department of Transportation



*Note: Negative numbers represent reimbursements to the State Highway Fund.

State Highway Fund Expenditures & Disbursements

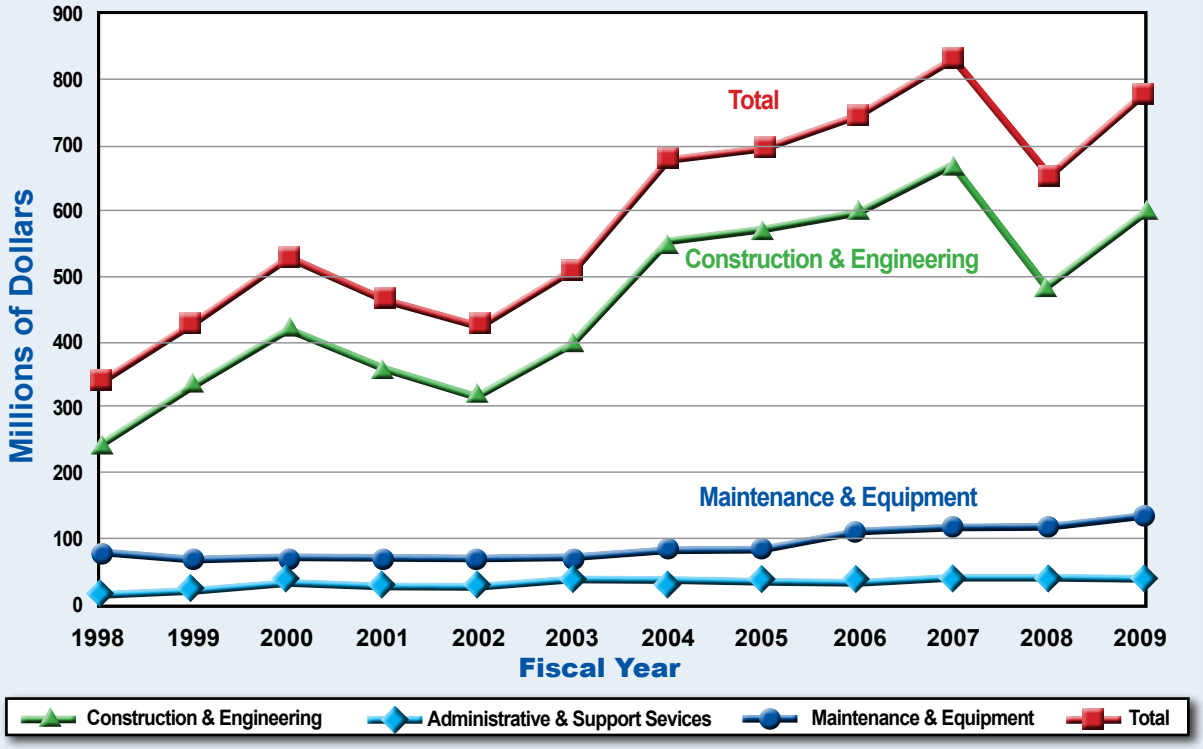


State Highway Fund Expenditures & Disbursements (in Millions)

Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
1998	10.0	85.7	0.0	19.5	334.1	449.3
1999	10.0	101.3	0.0	18.9	427.2	557.4
2000	6.9	117.7	0.0	0.0	526.0	650.6
2001	9.4	116.2	0.0	7.4	463.0	596.0
2002	17.9	65.5	60.4	13.1	424.3	581.2
2003	3.8	68.4	59.8	12.8	508.2	653.0
2004	19.1	74.0	58.9	42.0	676.2	870.2
2005	15.1	80.1	66.1	55.0	694.2	910.5
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.7	108.0	81.1	89.0	772.4	1,052.2

NOTES : DPS stands for Department of Public Safety (includes Nevada Highway Patrol). DMV stands for Department of Motor Vehicles.

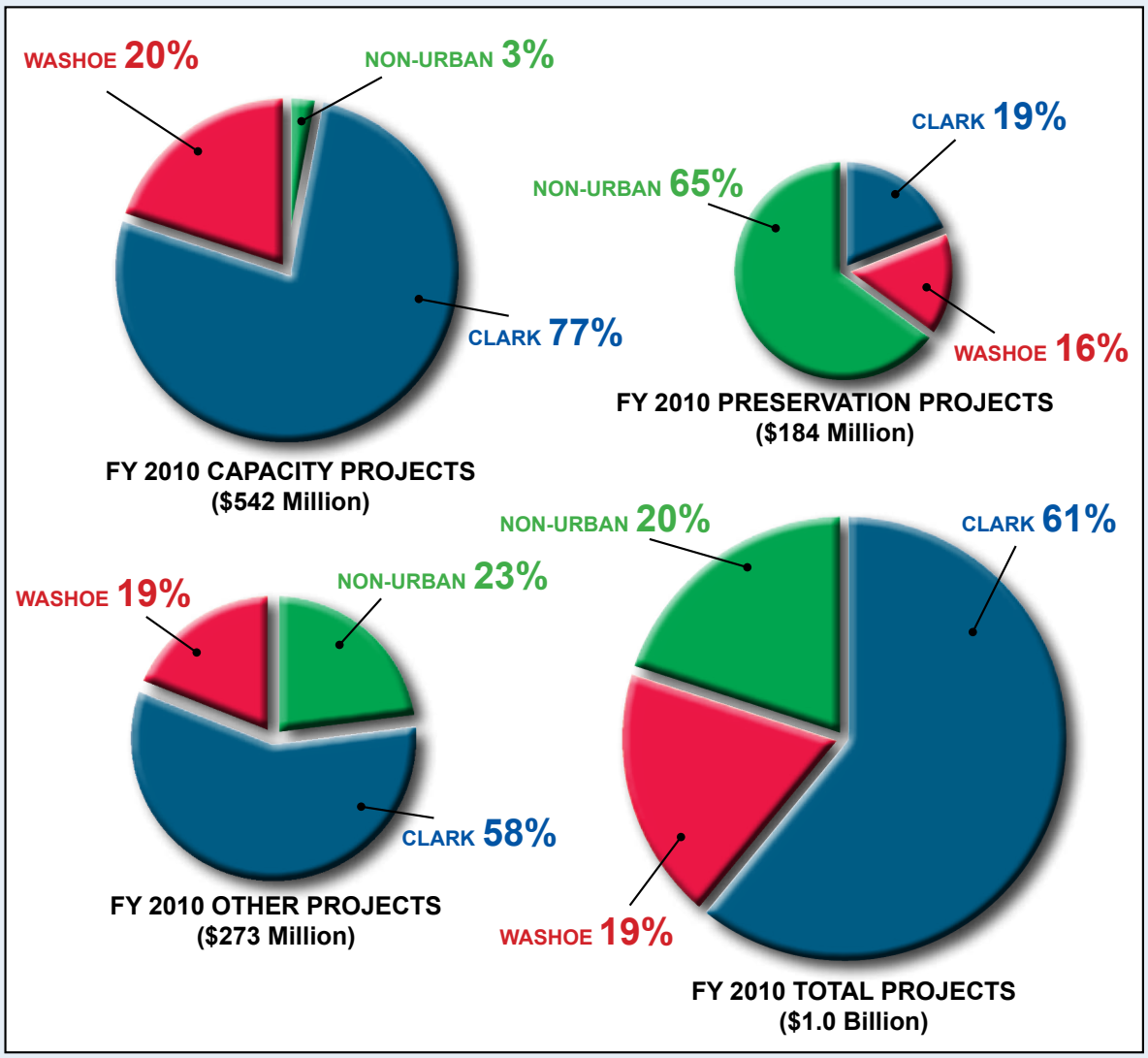
NDOT Expenditures by Activity



NDOT Expenditures (In Millions)

Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
1998	16.5	79.6	238.0	334.1
1999	22.5	69.6	335.2	427.3
2000	34.5	73.3	418.2	526.0
2001	29.8	72.6	360.7	463.1
2002	30.2	74.5	319.6	424.3
2003	40.1	74.5	393.6	508.2
2004	39.5	84.0	552.8	676.3
2005	36.4	86.4	571.5	694.3
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4

NDOT Expenditures In Urban And Rural Area's



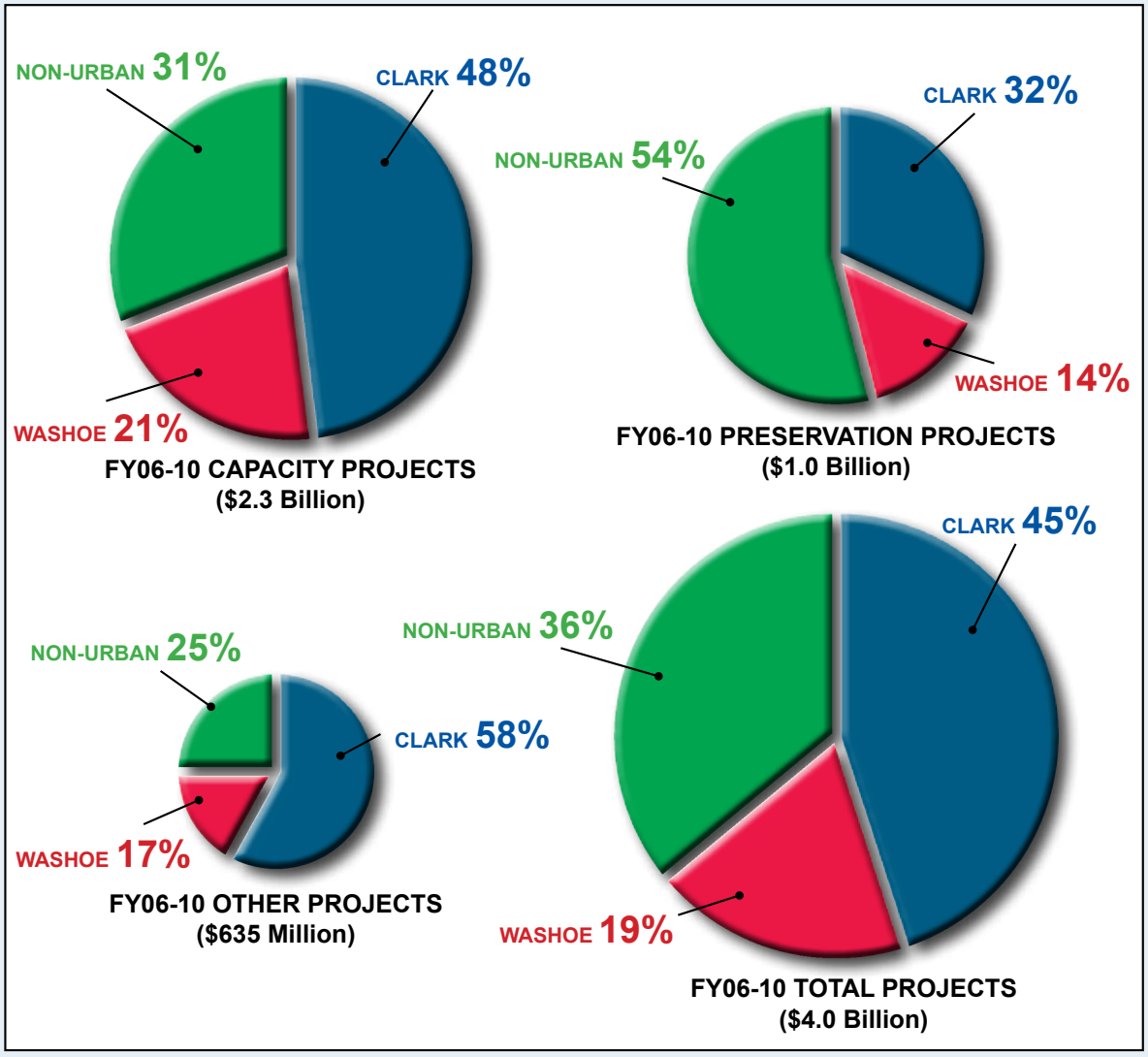
FY 2010 Projects*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$418,996,485	$34,162,283	$158,884,227	$612,042,995
WASHOE	$108,191,816	$29,721,262	$52,865,239	$190,778,317
NON-URBAN	$14,924,578	$120,122,322	$61,818,621	$196,865,521
TOTAL	$542,112,879	$184,005,867	$273,568,087	$999,686,833
PERCENT	54%	18%	27%	100%

**Note: Does not include design, ROW, in-house projects or work by other agencies Illustrative use only, based on Federal Fiscal Year*

***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls, bridge replacements, some reconstruction.*

NDOT Expenditures In Urban And Rural Area's

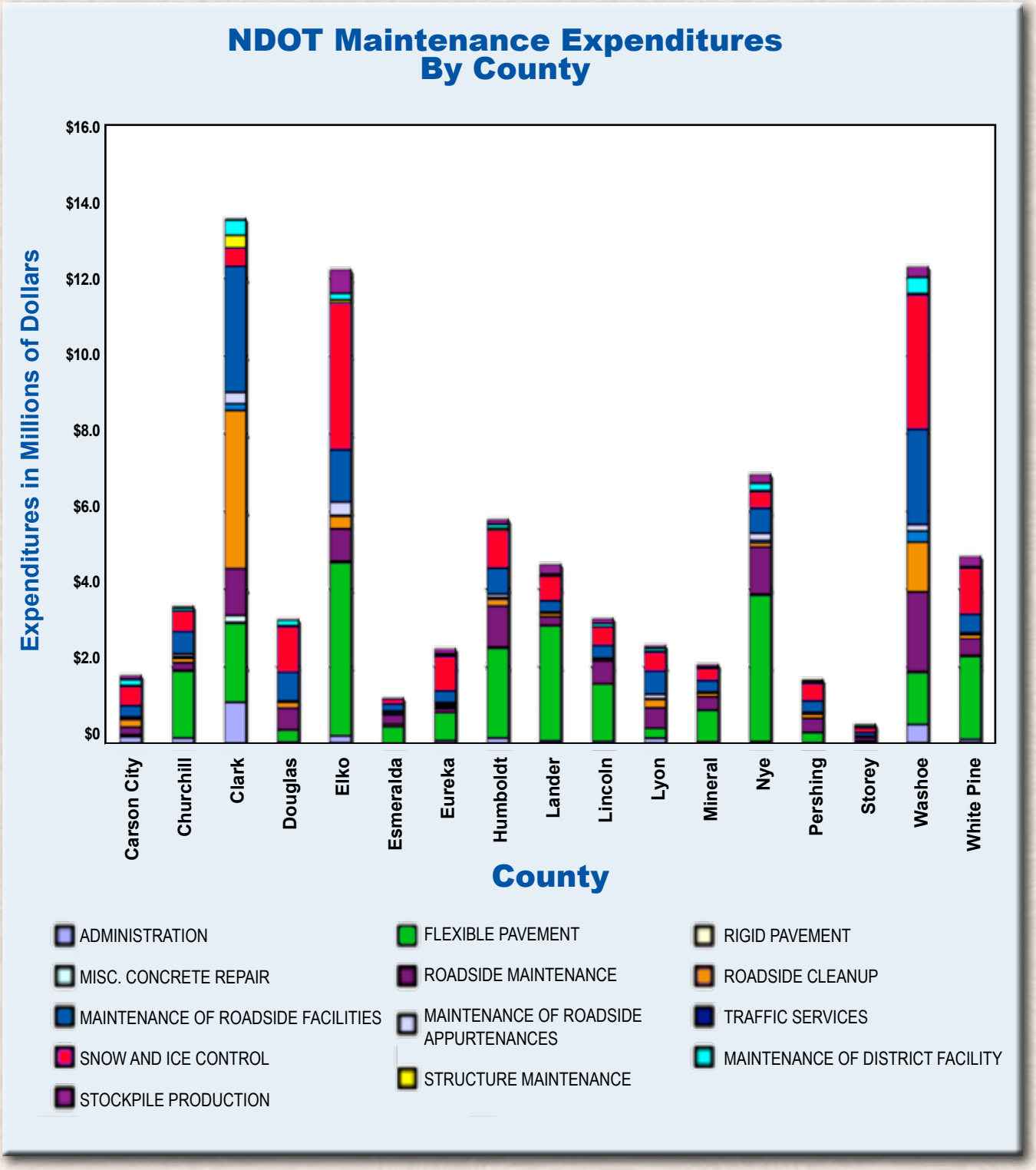


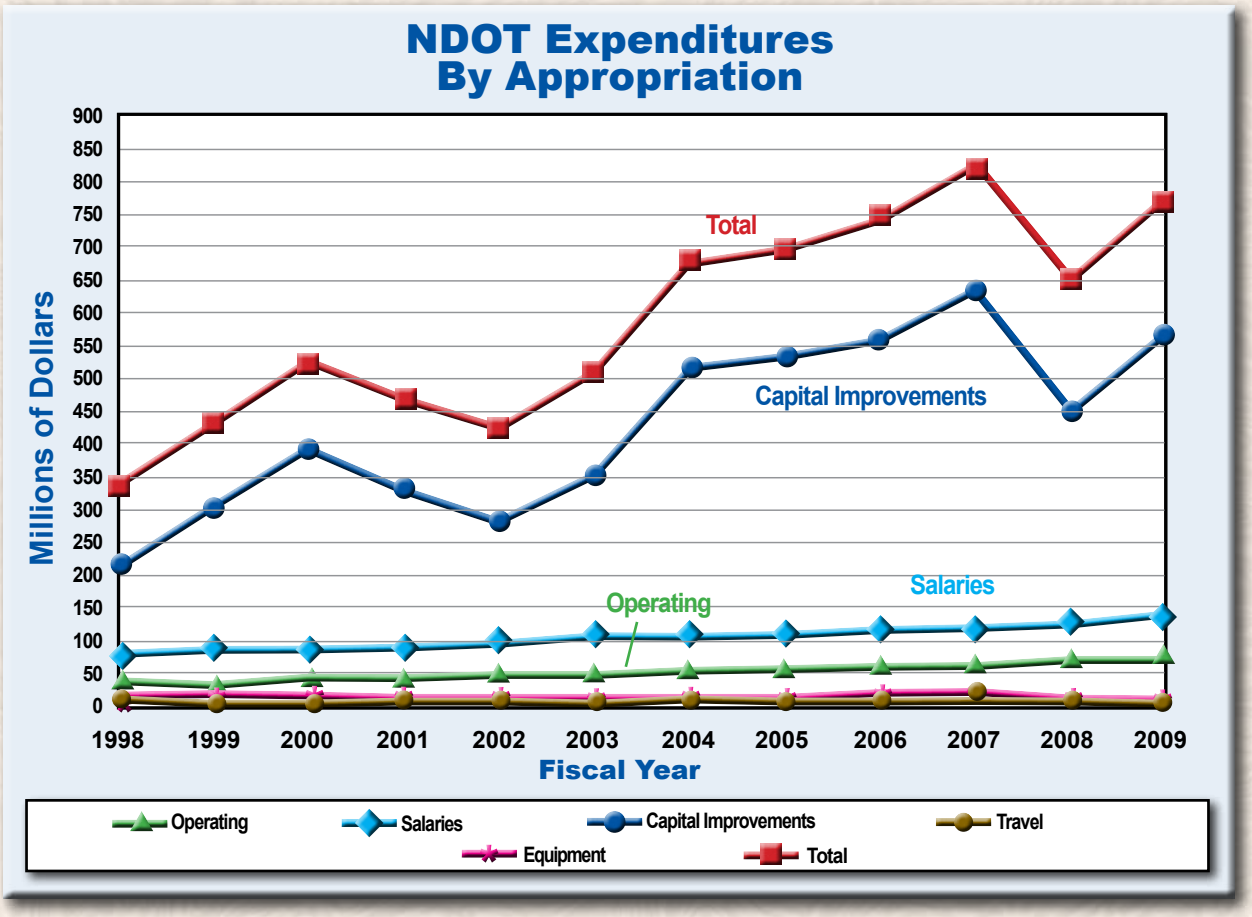
FY06-10 Total Distribution for Project Funding*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$1,118,400,277	$331,943,252	$367,797,949	$1,818,141,478
WASHOE	$500,035,527	$139,214,624	$107,200,870	$746,451,021
NON-URBAN	$709,639,034	$554,188,393	$160,022,448	$1,423,849,875
TOTAL	$2,328,074,838	$1,025,346,269	$635,021,267	$3,988,442,374
PERCENT	58%	26%	16%	100%

**Note: Does not include design, ROW, in-house projects or work by other agencies*
Illustrative use only, based on Federal Fiscal Year
Actual obligations FY2006-2009 and programmed projects scheduled for obligation in FY 2010
***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls, bridge replacements, some reconstruction.*

NDOT Maintenance Expenditures by County





NDOT Expenditures By Appropriation (in Millions)

Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
1998	76.5	1.4	34.6	10.3	211.3	334.1
1999	81.2	1.6	29.3	13.7	301.4	427.2
2000	84.5	1.7	40.3	12.0	387.5	526.0
2001	86.7	1.4	39.9	9.9	325.1	463.0
2002	93.2	1.7	40.0	11.4	278.0	424.3
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2
2005	106.8	1.6	45.4	8.2	532.2	694.2
2006	112.5	1.7	53.1	17.1	558.3	742.7
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4

Passenger Car Operating Costs
(Expressed In Cents Per Mile Of Travel)

81.5 Cents Total/Mile

Assumptions:

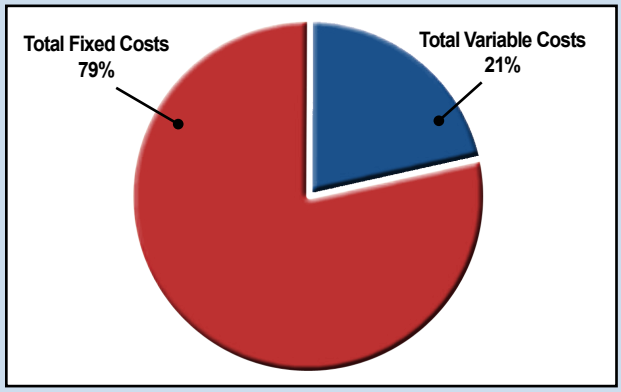
2009 model year, large sedan with V-6 which gets 25.9 MPG. Vehicle travels 10,000 miles annually. Gas price used was $2.85 per gallon. Based on Nevada's gas tax and licensing fees.

Average Gas Tax Per Vehicle-Mile-Traveled (VMT) is approximately 2.0 cents.

Variable cost — **16.8¢** per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

Fixed cost — **64.8¢** per mile traveled.
Includes depreciation, insurance, finance and licensing fees

Total Operating Costs



Source: American Automobile Association's "Your Driving Costs 2009" and *www.fueleconomy.gov*

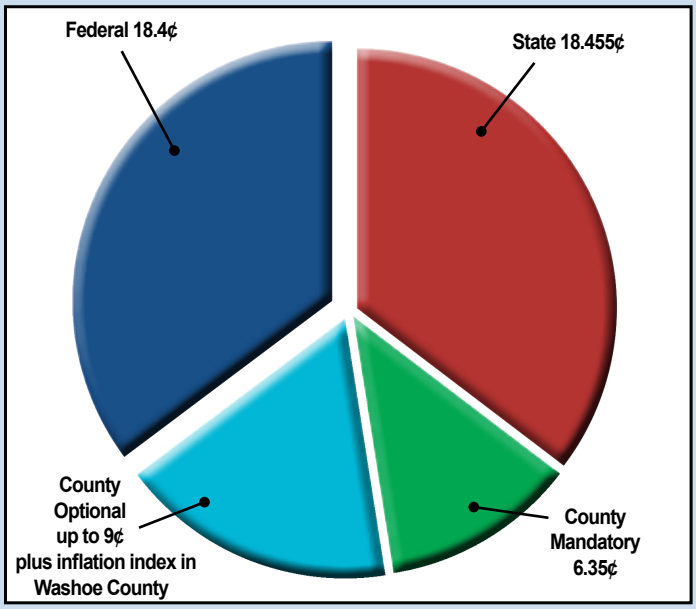
Gas Tax (Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statues

1.Federal

15.44¢	To Federal Highway Trust Fund for highways.
2.86¢	To Federal Highway Trust Fund for transit.
0.1¢	Leaking underground storage tank trust fund.
18.4¢	**Total Federal Gasoline Tax**

Total: Up to 58.155¢ per gallon



2.State

17.650¢	(NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
0.750¢	(NRS 590.840) For cleanup of petroleum discharges.
0.055¢	(NRS 590.120) Inspection fee for imported gasoline.
18.455¢	**Total State Gasoline Tax**

3.County Mandatory

1.25¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 2003. Used for bond service, road construction maintenance and repair – not for administration.
2.35¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles. In a county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area,1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.
1.75¢	(NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

Continued on next page

Continued from previous page

1¢	(NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.
6.35¢	**Total County Mandatory Tax**

4. County Optional

Up to 9¢	(NRS 373.030) Administered by the local RegionalTransportation Commission The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:
9¢	Carson City, Churchill, Clark, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;
6.5¢	Elko
4¢	Douglas, Esmeralda, Lincoln, Nye, Storey
Variable	(N.R.S. 373.065) The 6.35¢ county mandatory and 9¢ county optional taxes have been indexed for inflation in Washoe County. The current effective rate is 2.67¢ per gallon.

History

	Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option*	RTC Option #	RTC Option *
	1923	2.0¢	$60,000	+	Balance to County Admin Costs		Rd Bond Redemption	
	1935	4.0¢	4.0¢					
	1947	5.5¢	4.0¢	1.5¢				
1)-	1955	6.05¢	4.55¢	1.5¢				
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Clark & Washoe C0. only)		1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all County's w/RTC)		1.0¢	
	1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	4.0¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-	1989	18.655¢	10.0¢	* * 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
	1991	22.155¢	9.0¢	* * 15.805¢	6.35¢			9.0¢	
	1992	24.655¢	9.0¢	* * 18.305¢	6.35¢			9.0¢	
	1995	24.805¢	9.0¢	* * * 18.455¢	6.35¢			9.0¢	
	2003	24.805¢	>9.0¢	* * * 18.455¢	6.35¢	3) varies		9.0¢	

 # By Ordinance
** Voter Approval*
** * 0.6¢ to State Petroleum Cleanup Trust Fund*
** * * 0.75¢ to State Petroleum Cleanup Trust Fund*

1)- 0.05¢ to Inspection Fee to 1989
2)- 0.055¢ to Inspection Fee since 1989
3)- Rate indexed to inflation
> means "more than"

Special-Fuel Tax (Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

Propane (Liquefied Petroleum Gas)

Federal Tax	13.6 ¢
State Tax	22 ¢

Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	21 ¢

Distribution (Cents Per Gallon)

	Federal Highway Trust Fund			*State*	
Fuel	*Highway Account*	*Mass Transit Account*	*Leaking Underground Storage Tank*	*Highway Fund*	*Petroleum Clean-Up*
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified water-phased hydrocarbon fuel @ 19.0¢

** 0.60¢ to petroleum clean-up fund*
*** 0.75¢ to petroleum clean-up fund*

Vehicle Registration and Permit Fees

Legal Citation **Chapters 482, 484, & 706 Nevada Revised Statutes**

Current Annual Registration Rates

$33	for automobiles, RV's and Motor Homes
$39	for motorcycles
$27	for travel trailers
$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is $1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.

Current Annual Permit Fees

$60	per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is $2,940)
$10	for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
$60	for non-reducible loads carried on over legal-size or weight vehicles.

** Declared Gross Vehicle Weight*

Governmental Services Tax Driver's License, And Title Fees

GOVERNMENTAL SERVICES TAX

Legal Citation **Chapter 371, Nevada Revised Statutes**

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark, Churchill, and White Pine counties.

Distribution

Basic Governmental Services Tax: for vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used specifically for road construction.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

$22.00 for operating passenger cars

$17.00 for persons 65 or older

$5.00 for a motorcycle endorsement

$87.00 for operating commercial vehicles

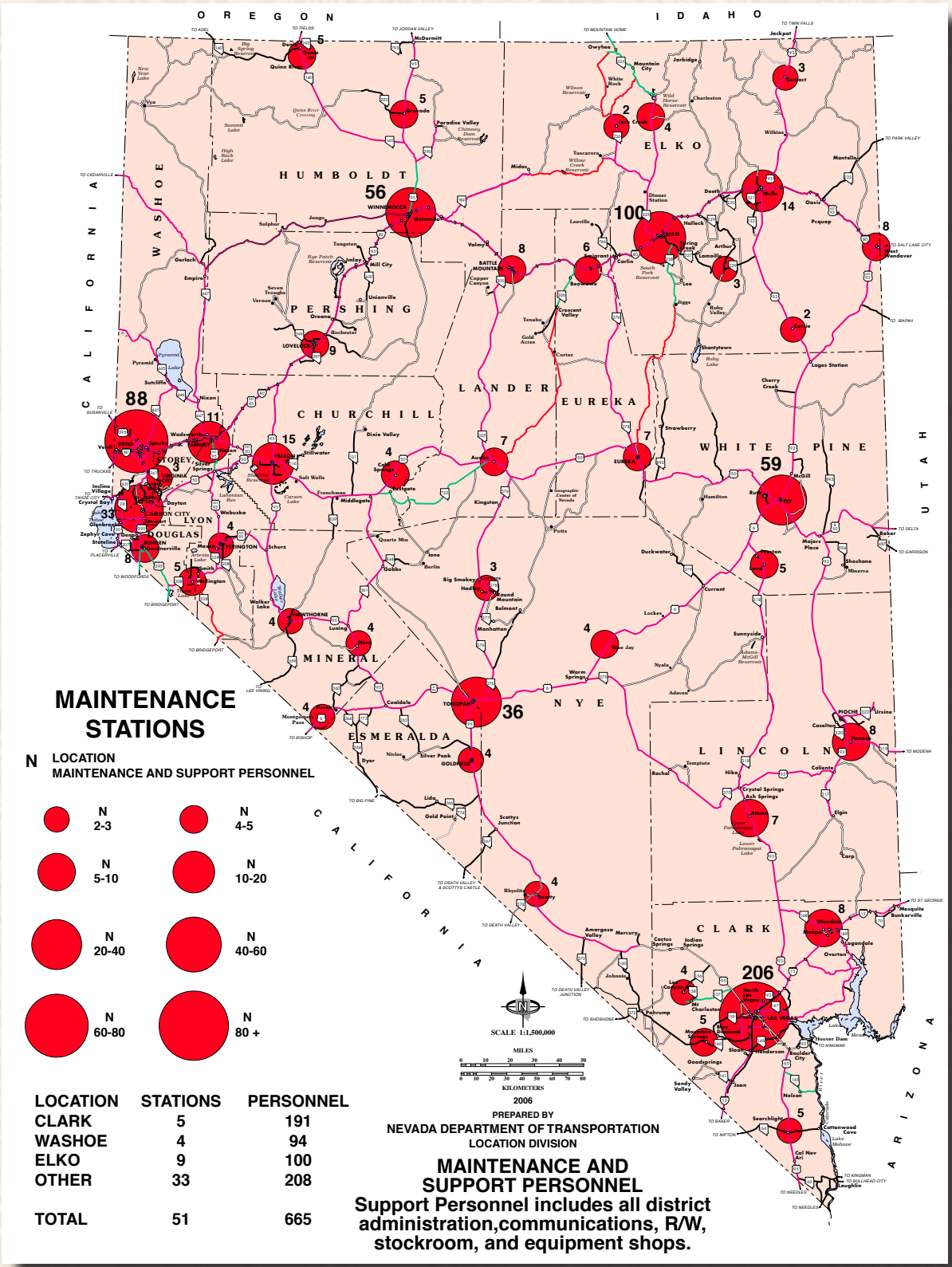
TITLE FEE

(one-time fee)

$28.25 all vehicles (new title)

State Route 159 loops outside of western Las Vegas by the Red Rock Canyon National Conservation Area; linking southern Nevada's man-made and natural tourist attractions.

Maintenance Stations & Personnel



LOCATION	STATIONS	PERSONNEL
CLARK	5	191
WASHOE	4	94
ELKO	9	100
OTHER	33	208
TOTAL	51	665

MAINTENANCE AND SUPPORT PERSONNEL

Support Personnel includes all district administration,communications, R/W, stockroom, and equipment shops.

Department Personnel

The Nevada Department of Transportation has changed tremendously over the last 20 years. Rapid population growth and a large rise in commodity movement have greatly increased traffic on Nevada's highways. Even with the recent economic slowdown, this increase in transportation demand brings the burden of maintaining existing facilities and expanding or creating new facilities to meet the demand. Staffing has increased over the years in all areas, but primarily in construction and maintenance-related activities. Workloads are being balanced by improved computer technology, use of consultants, and hard-working staff.

Number of Employees By Function

Year	Administration	Pre-Construction	Construction	Maintenance	Total
1985	154	312	263	662	1,391
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2005	187	399	384	780	1,750
2009	185	410	363	830	1,788

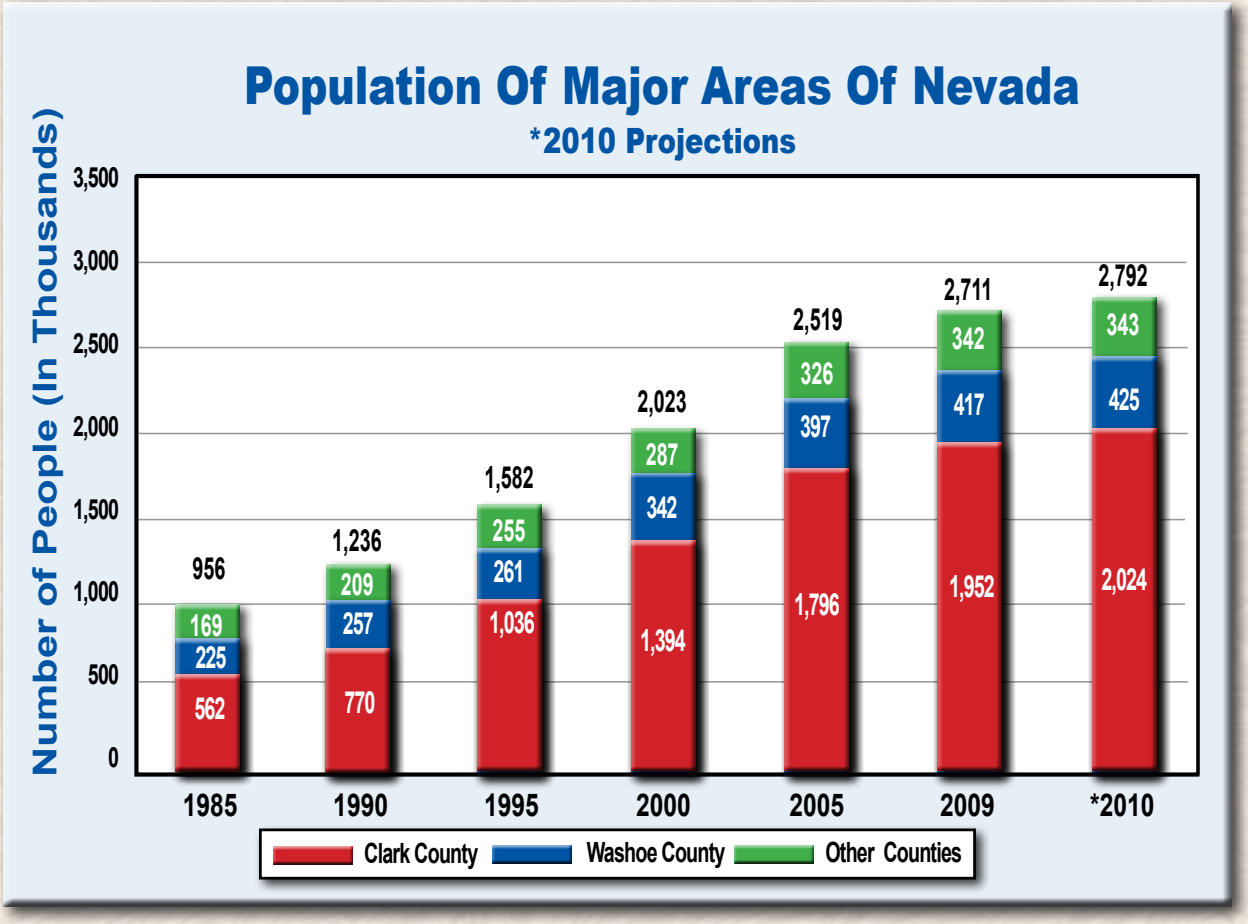
Roadway resurfacing, such as this chip seal, are an important part of NDOT's pavement preservation program that has thus far saved the state millions by resurfacing roads before more costly, time-intensive rehabilitation is needed.

Nevada Population Statistics

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1990	848,622
	2009	1,726,395
Passenger Vehicles	1990	898,426
	2009	1,830,901

Nevada has experienced tremendous population growth for over 30 years with little slowdown until the last few years. The State's population has tripled since 1985 to almost 2.8 million residents. The majority of the growth has been in the major urban areas.



Without personal transportation, how would you get to work, the doctor or even the grocery store? Nevada's many public transit programs provide transportation that connects Nevada's citizens with the services they need. NDOT's transit program supports local transit providers by administering Federal Transit Administration grants. As administrators of these funds, NDOT is responsible for monitoring and ensuring that rural transit providers comply with federal guidelines. In 2008, NDOT distributed approximately $8 million in funding throughout the state for vital transit programs. In addition to our annual allocation of FTA funding, in 2009 NDOT distributed more than $7 million in American Reinvestment and Recovery Act (ARRA) funds that paid for new buses, as well as transit operations and construction, including new bus shelters, a bus fueling/storage facility and a fiber-optic communication system.

The result? Each year, over one million rides are given on vehicles provided by NDOT's disbursement of federal funding. These rides contribute to the quality of life for many senior and disabled Nevadans by providing access to employment, medical, shopping, governmental services, cultural activities, and to meet daily transportation needs. In fact, since the program began in 1975, over 350 vehicles have been acquired that operate in sixty Nevada communities including most of the larger rural communities and the state's Indian reservations and colonies.

More than one million rides are offered by bus transit providers across the state every year, providing vital ride-sharing and mobility to reach healthcare, jobs and other opportunities.

TRANSIT RIDERSHIP BY COUNTY

Statewide Small Urban and Rural Transportation

2009

County	Public	Disabled	Elderly	Job Access	Total Rides
White Pine	10,788	5,463	1,125	5,427	22,803
Washoe	4	806	0	1	811
Storey	0	0	0	0	0
Pershing	169	5,800	3,941	3	9,913
Nye	2,492	503	18,081	21	21,097
Mineral	177	1,245	1,506	62	2,990
Lyon	173	41,746	7,901	0	49,820
Lincoln	361	290	1,070	27	1,748
Lander	0	245	970	0	1,215
Humboldt	604	11,860	1,094	7,603	21,161
Eureka	259	1,939	868	0	3,066
Esmeralda	546	167	7,148	3	7,864
Elko	166,762	28,599	12,021	160,426	367,808
Douglas	20,157	37,213	19,946	4,215	81,531
Clark	72,546	18,191	50,823	275,265	416,825
Churchill	4,034	35,501	2,662	23,240	65,437
Carson City	53,238	45,940	37,779	60,389	197,346

Bicycles

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually integrates these modes into the State's transportation network. The State's Bicycle and Pedestrian Program produces the Statewide Bicycle Plan and Touring Map, identifies needs for facilities, as well as provides routing assistance and informational outreach to both pedestrians and cyclists.

Nevada offers cyclists, and pedestrians, a variety of low volume roadways and diverse terrains by which to travel making it a very popular cross-country touring destination. Bicyclists and pedestrians are permitted on all of Nevada's streets and highways except in areas that have been specifically prohibited by signage such as urban freeways. For more information regarding bicycle and pedestrian programs in Nevada, visit the Nevada Bicycle Advisory Board's web site at ***www.bicyclenevada.com***.

Nevada Moves Day

Physical activity at an early age, such as walking or bicycling to school, can help reduce childhood obesity-related diseases. It can also reduce traffic congestion involving children being dropped off at school, benefit the environment and introduce safe walking and bicycling skills to children.

NDOT joined with schools and other individuals and groups across the state to establish the first annual Nevada Moves Day encouraging children to safely walk or bicycle to school on April 28, 2010.

Railroads

NDOT manages the state rail planning process and directs federal funds to help railroads, shippers and local governments improve light-density rail lines. In the past decade alone, $3 million in projects have been funded.

Passenger Rail Service

Amtrak operates the only intercity rail passenger service across Nevada via the California Zephyr. This train operates daily between Oakland, California and Chicago, Illinois with Nevada stops in Reno, Sparks, Winnemucca and Elko. Annually, about 70,000 passengers use Amtrak for Nevada origins or destinations.

Proposed Rail Projects

Magnetic-levitation train technology is not currently in commercial service in the U.S. To determine the feasibility of using maglev technology for a proposed 300-mph train between Las Vegas and Anaheim, California, NDOT is the state lead agency overseeing the project's Environmental Impact Statement under the National Environmental Policy Act. The California Nevada Interstate Maglev Project is publicly sponsored and will be publicly owned by the California-Nevada Super Speed Train Commission. Other participating agencies include the Federal Railroad Administration and the California Department of Transportation.

NDOT participates in the DesertXpress high-speed train Environmental Impact Statement (EIS)for a 125-mile-per-hour diesel-electric passenger train between Victorville, California and Las Vegas. Project proponents cite the proven technology of these trains that are currently in revenue service in Europe and are compatible with passenger and freight rail lines in the U.S. The EIS, currently in draft form, is expected to receive a record of decision in 2010.

Statewide Railroad Crossings	More than 700
Publicly-owned at-grade road-level crossings	approximately 330
Privately-owned at-grade road-level crossings	approximately 300
Grade-separated crossings	approximately 120

Owner	Miles of Track
Union Pacific Railroad	1,091.5
Branch lines (various owners)	109.8
Los Angeles Dept. of Water and Power	130.8
White Pine Historic Railroad	31.7
City of Henderson Branch line	7.2
Nevada Department of Museums	4.6
Pacific Coast Building Products	10.7
Thorne Branch line	53.9
U.S. Gypsum Branch line	6.4
Virginia and Truckee Railroad	12.9
Total	**1,459.5**

Nevada Aviation

It's working for Nevada

The vast distance between communities in Nevada emphasizes the importance of aviation as a timely and cost-effective mode of transportation. Nevada is the seventh largest state, with a sparse population excepting the major urban areas. Nevadans depend on aviation to keep them moving for business and pleasure.

Nevada's public-use airports include two international facilities. Additionally, Nevada has 55 privately-owned airports. There are 33 recognized heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operations, electrical generation plants and mining operations.

The economic value from rural aviation in Nevada is $276 million annually. Rural Nevada airports employ a labor force of 3,400 people with wages and benefits of approximately $94 million.

Type	Airport Name	Airport Location	Number	2009 Enplanements
International	McCarran International	Las Vegas	1	40.5 Million
	Reno-Tahoe International	Reno	1	3.7 Million
	Total		**2**	**44.2 Million**
Commercial	Elko	Elko	1	4,500
	Ely-Yelland	Ely	1	2,200
	North Las Vegas	North Las Vegas	1	295,755
	Total		**3**	**302,405**
Combined Total			**5**	**44.5 Million**
General Aviation	Public-Use Airports		**48**	
	Based Aircraft		**2,900**	

A Sample of NDOT Pojects

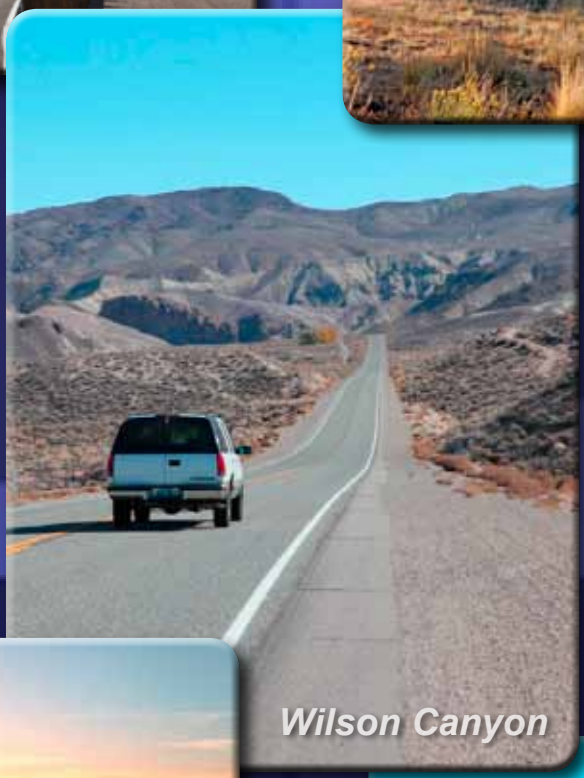
U.S. 93 near Boulder City widening

Winnemucca ARRA Project

State Route 28 Resurfacing

U.S. 95 South


Washoe Valley


Wilson Canyon


Lake Tahoe


Geiger Grade

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